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fifth issue of our eighth year

LYNN WINELAND
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SHOEBOX SHOWCASE

ROAD ROD FROM NIPPON

GETTING THE DROP ON THE VALIANT

RODS AND CUSTOMS

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SEPTEMBER 1960

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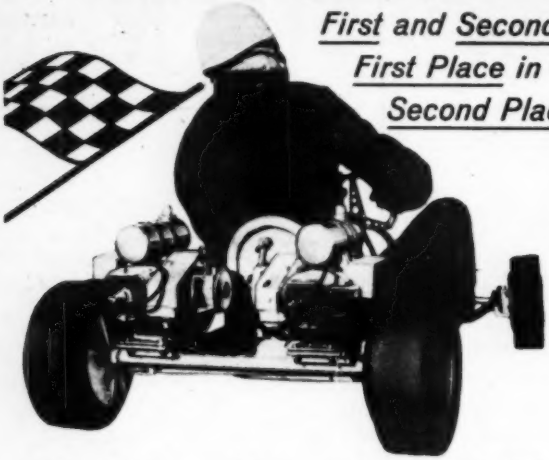

The West Bend powered karts also broke previous record lap times for Classes A, B and C.

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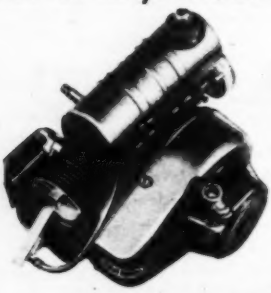

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WRITE—*or wrong* OU

CANADIAN READER HAS HIS SAY

I have been reading your magazine for a little over two years now, and I have seen your magazine starting to go downward in the last several months. The reason: karts. At first you just put small articles in about them, but lately it has gone beyond the point of ridiculousness. In the first place, your cover states Rod & Custom, *not* Karts Illustrated. Secondly, you never used to devote whole issues to a certain subject for months in succession. I have been reading other readers' letters in your "Our Readers Write – or Wrong" column, and I feel I have to write about this subject after purchasing the June issue. Over 65% of the magazine was karts.

"The Starting Line" had been completely eliminated; and the "Backpressure" column was so conveniently tucked away by a mess of ads as to be barely discernible. Isn't that going a little too far? Don't get me wrong; it's not that I don't like karts, it's just that I don't think they should be blown up in a Rod and Custom magazine.

Incidentally, I enjoyed "Rods and Customs in Miniature". Bruce should be commended on a beautiful job on that lovely Merc custom.

Ron Lamb — Moose Jaw, Sask.

LIKES R&C'S VARIED COVERAGE

In your May issue of R & C, you included a section on the sport of motorcycling. This was a surprise to me, for most magazines contain information on only cars and maybe trucks. Please continue to cover big events and tell us about road events, scrambles, and hill cilmbs.

I would like to see R&C "checking out" a few more motorcycles as you did the 1960 Triumph Tiger Cub. Your magazine now contains reading material that can cater to all the different types of enthusiasts, whether they enjoy cars, karts, or customizing on the whole.

Joe Emerson — Utica, New York

OUR READERS

• Reader Emerson and others will enjoy the Yamaha test on p. 50 and can look forward to next month's report on one of the world's most famous motorcycle runs, the 500 mile "Greenhorn Endure."

LEATHERNECK VOTES FOR R & C

I have just got done reading your May issue of Rod & Custom. It is well up to the standards set by your past issues. I believe your magazine is the only one of its type to cover all aspects of automotive creations. From cover to cover you have outstanding articles on rods, customs, karts, miniature models, bikes, hilarious humor from Kohler and Millar, and the one aspect I'm mainly interested in – the drawing of cars.

I've been on this 'kick' of drawing for the past 3 years but have kept it on the part-time level. When I'm done with my present enlistment with the USMC, I plan on going to college or some technical school to further my education and knowledge on this subject and attempt to become a stylist or designer in this field.

Enclosed is a sketch I did of what I think will soon appear on the automotive scene. It is a combination

sedan-wagon type vehicle with a rear-mounted 6-cylinder engine. It is in the same class as the present day medium-compact class and is an attempt to utilize all available space to the maximum comfort possible.

I enjoy your fine magazine every month and hope to continue doing so for quite some time to come. Keep up the good work and the fine coverage you have been doing.

Pfc. Wm. C. Tweedle
c/o FPO San Francisco, Calif.

continued on p. 10

KART ACCESSORIES

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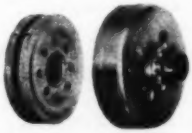

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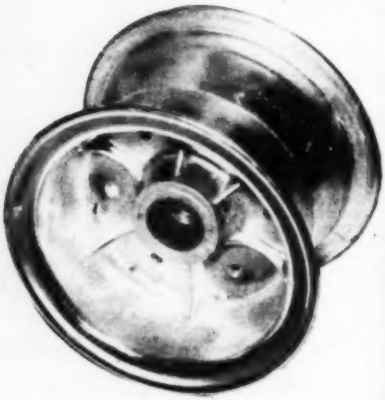

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"KARTING CENTER OF THE WEST"

OUR READERS WRITE

continued from p. 9

ANSWERS BROOKS

Like everyone else I want to thank you for a swell magazine, so keep it coming.

Just finished reading your last issue and once again I was sent into a rage over what Mr. Brooks said about '49-'51 Fords in your October issue. I wish to thank Mrs. Y. D. (Donna) Young for refreshing my mind about Mr. Brooks' letter. I, too, was going to write when I first read his letter, but as things go, I never got around to it.

Enclosed you will find some snaps of my '49 "Shoebox" of which I am

continued on p. 12

"Toys for Boys...16 to 60!"

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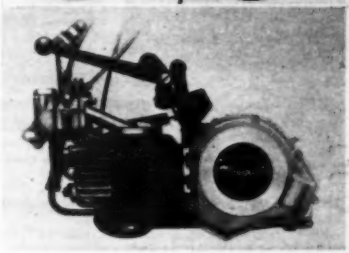

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OUR READERS WRITE

continued from p. 10

pretty proud. All body work was done by myself as well as the paint. Little by little I am having it upholstered in white and gold. The car itself is white lacquer with red scallops with gold tips.

This summer I plan to do further work on it, quad Lucas head lamps, roof scoops and recessed license plate. I then plan to paint it Tahitian red with pearl white scallops.

I think that anyone who would say anything about the fabulous little '49-'51 Fords should just look around and see how many people have liked the little Ford and have gone to a lot of expense and care to produce some of the world's best customs.

It seems only fitting that Mr. Brooks' favorite color is Olive Drab because I think those streamlined M-3 Sherman Tanks really look sharp in that color.

Thanks again for your great mag and all the ideas that it has given me.

Gary Williams Mariposa, California

Re: A letter as to the preference of vehicles of one Mr. Brooks appearing in your May '60 issue. The vehicle which Mr. Brooks preferred for several years, the M-3 tank, was powered by a *Ford* engine!!!

Tim Manders Elmhurst, Ill.

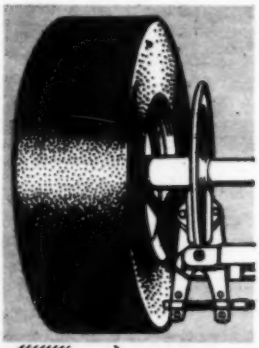
WHERE'S PUTT-PUTT?

What happened to "Putt-Putts For Progressives"? I've gotten some great ideas for my mini-bike from it and I'm sure that many other fellows feel the way I do. Thanks for anything you can do. You've got a great magazine. Keep up the kart coverage and *MORE MINI-BIKES!*

Jay Krieger Baldwin, N.Y.

Chuck Pelly, creator of our past series "Putt Putts for Progressives" has been unable to supply us recently because of heavy commitments in his design business. While most of our kart coverage will be handled by our new companion magazine, "Kart", R&C will have some karts and, of course, Mini-bikes. Watch for coverage of the Tiny Bear Run in a forthcoming issue.

DUAL DISC BRAKES



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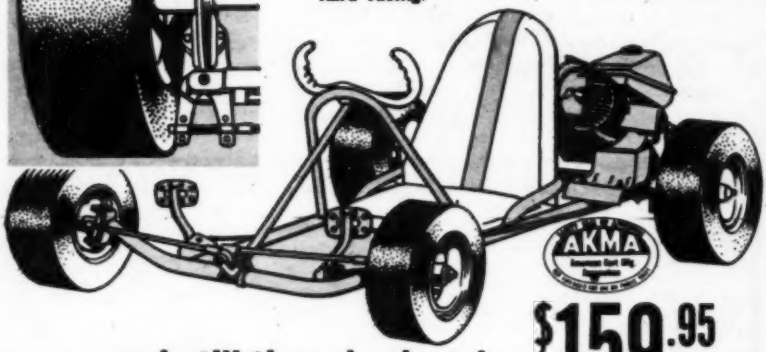

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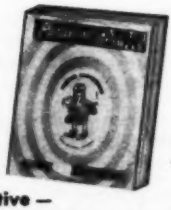

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5. QUICK CHANGE SPROCKETS
6. STRONGER FRAME
7. NEW ALPHA TOE BAR
8. CUSTOM STYLED

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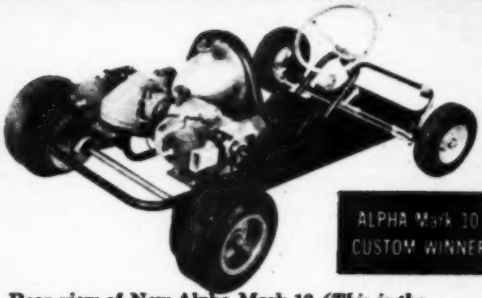

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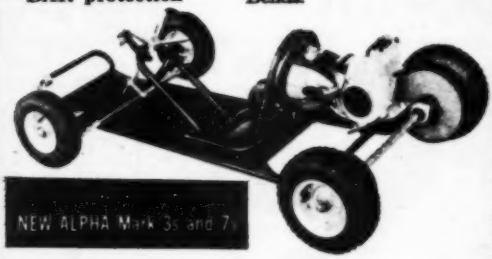

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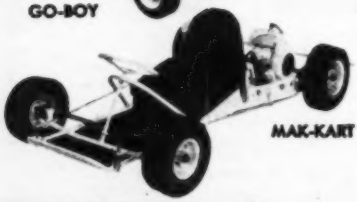

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THE COMPLETE LINE . . . AT YOUR GO-BOY DEALER!

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NEW 16 PAGE 1960 CATALOG WILL SOLVE YOUR PARTS & KART PROBLEMS

*the Most Complete line of parts available—***ALSO:**

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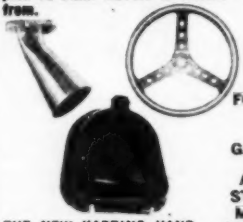

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THE NEW KARTING HANDBOOK IS OUT—WE GOT 'EM—85¢ inc's postage or 50¢ on request with any order over $5.00.

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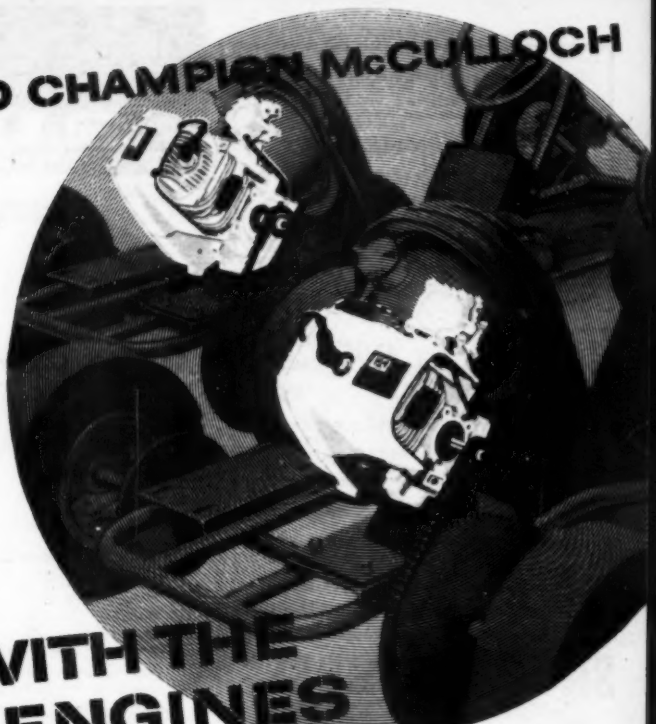
P. O. BOX 37, RC-9 SAN GABRIEL, CALIFORNIA

WORLD CHAMPION McCULLOCH



GO WITH THE HOT ENGINES

FOR KARTS

THE WORLD CHAMPION McCULLOCH MC-10 (Super A). Winner of Super A, Super B, and over-all International Trophy Winner at Grand Prix de Karts, Nassau!

Super A, Go Kart Club of America approved • Weighs only 10 lbs. • 5.3 cubic inches • More than 1 hp per cubic inch • High RPM with minimum power drop-off • Needle rod bearings—ball mains. List price f.o.b. Los Angeles: **$125.00**

THE NEW McCULLOCH MC-5 (Class A). Little brother of the World Champ MC-10! Winner in Class A, Class B!

Another *hot* engine for karts! McCulloch's new MC-5 is hot on the heels of the world champion MC-10. One MC-5 qualifies for Go Kart Club of America Class A, two MC-5s for Class B. Either way, you've got a sizzling power plant that just won't quit . . . on corners or straights . . . five laps or five hundred. • 10,000 to 12,000 RPM • New short-stroke design • Special positive pressure, deep-breathing carburetor • Die-cast, deep-finned aluminum cylinder • Precision cast-iron sleeve. List price f.o.b. Los Angeles: **$99.50**

Go with the winners

GO WITH McCULLOCH

the hot engines for Karts

Sold and serviced by McCulloch chain saw dealers throughout the U.S. and Canada. Specified by leading kart manufacturers.

Write for free literature: McCulloch Corporation, 6107 West Century Blvd., Los Angeles 45, Calif.
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GREAT NEWS!

FOR KART ENTHUSIASTS
LOWER PRICES ON

Contour Slicks

350X4, 300X5 — 8.95 EACH

350X5, 350 / 400X6 — 9.95 EACH

INCREASED VOLUME SAVES YOU MONEY

DISCOVER THE THRILL OF **DRIVING** THE TURNS

25% DEPOSIT ON ALL ORDERS, F.O.B OAKLAND

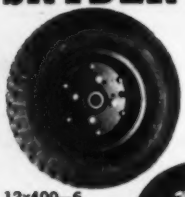
ADD $4.00 PER CASING. DEALERS *and* DISTRIBUTORS!

PROTECTED AREAS AVAILABLE

KART RACING SALES

DEPT. RC-9 427 E. 12th ST., OAKLAND 6, CALIF.

SNYDER WHEELS



- Timken High-Speed Tapered Roller Bearings
- 4" or 6" Rims with Demountable Butted Type Hubs
- Wide Base Rim with 10" and 12" Pneumatic Tires

12x400—6 Tire With 6" Wheel & Hub Assembly

6" Wheel

4" Wheel

Hub Assembly

M. J. SNYDER & ASSOCIATES, INC.
1111 W. Garfield Street Michigan City, Indiana

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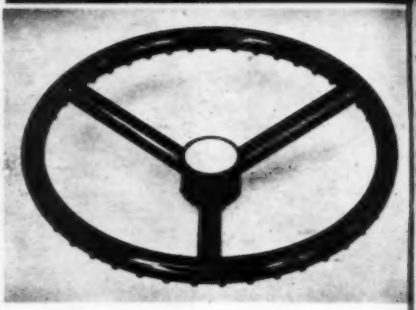

Kart engine performance and efficiency can now be checked with a new tachometer especially engineered to withstand the vibration and shock of kart racing. Two models are available registering from 0 to 10,000 RPM's and 0 to 16,000 RPM's. The polished case swivels in a shock absorbing yoke and is installed by making two simple electrical connections. For further information write: Automotive and Marine Division of Radson Engineering Corp., Dept. RC-8, Macon, Illinois.

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A 12" dished steering wheel designed and engineered for karting. Long lasting, light weight, weatherproof plastic is built up on steel-web reinforced spokes with 45 nonslip finger grips moulded into the wheel diameter to provide safety and comfort. To conform to unusually high production standards, each Flexo racing wheel is individually tested for impact, tensile and torque strength. The Flexo wheel is available in black or ivory. Price is $6.50. Flexo Products, Dept. RC-8, 5180 Venice Blvd., Los Angeles 19, California.

Midwest Auto Specialties—in its new 1960 Catalog—makes its wide selection of merchandise available to the consumer at Dealers' Discount Prices. Midwest . . . one of the oldest speed shops in the business, claims low overhead and large volume have made it possible for these extra savings to be passed on to the customers. Send 25¢ for your catalog to cover mailing and handling to: Midwest Auto Specialties, 13907-R Miles Avenue, Dept. RC-8, Cleveland 5, Ohio.

for total firing!

new driveX Kart oil

BURNS CLEAN—
CARBON-FREE!
STOPS PLUG FOULING!
EXTENDS ENGINE LIFE!

Unlike ordinary sludge-forming oils which foul fuel-mixture combustibility at high R.P.M., high viscosity *drive*X burns totally clean . . . with low friction . . . stands up under extreme bearing stress, temperatures and operating conditions. Assures TOTAL FIRING to produce *all* the horsepower your kart engine was made to deliver.

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Reduces wear! Extends chain life. Ideal lube for bearings, swivel joints, etc. Spray it on. *It lasts!*

FREE

New Catalog shows the *drive*X quality line, i.e., helmets, gloves, teardrop gas tanks, chain oil, Dellorto carburetors, etc. Write today. No cost or obligation.

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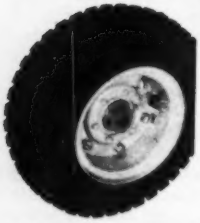
NEW NEW

LANCER MADE TO STAND THE STRAIN OF ROUGH GOING. THE 1960 LANCER FEATURES INTERNAL EXPANSION BRAKES, 1¼" TUBING, CAST ALUMINUM WHEELS, CAST STEEL KINGPIN ASSEMBLIES AND MANY OTHER ADVANCED FEATURES. WRITE FOR LITERATURE. PRICES START AT $169.50, SOME DEALER TERRITORIES STILL AVAILABLE.

HANCOCK KARTS · 2425 PARK STREET · FINDLAY, OHIO · Dept. RC-9

Midget Racing WHEELS



4" - 5" and 6" Standard and Super Widths. All hub lengths, all bearings from ½" to 1" Bore. Also, *OFFSET HUBS* for Sprockets or Pulleys.

All Wheels are STEEL, BOLTED construction and cadmium plated.

HIGH SPEED TIMKEN TAPERED ROLLER BEARINGS

¾" and 1" Bore. In 10", 12" and 14" O.D. Also complete line of industrial wheels.

SOME TERRITORIES OPEN FOR DEALERSHIPS

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Accessories & Parts
Slicks Sprockets
Name it — We've got it

McCULLOCH 7 h.p. $125
HOT SUPER A ENGINE

12-15,000 RPM! Needle & Ball Bearings throughout! Light (10 lbs.)! Reliable! Powerful! Complete stock of parts on hand!

Write for free info — we supply dealers, too.

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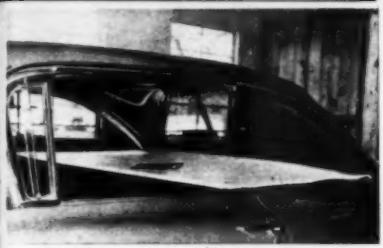

Back seat tarps come complete with snaps, fasteners and instructions. Selection of 11 colors in 28 ounce crush grain elastic-back material. Colors are: White, Black, Red, Dark Blue, Med. Blue Metallic, Dark Green, Med. Green, Gray, Silver, Brown, and Tan. Tarps are $14.95 postpaid. Personalizing on panel or diamond (background size about 12"x 12") in contrasting color $2.50 extra. For further information write to: Jeffers Products, P. O. Box 122, Dept. RC-8, Lompoc, California.

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FLASH!

LET US RECAP YOUR KART TIRES WITH THE NEW 4 and 4⅞ inch SLICKS

Digs in and lasts longer

DRAGSTER AND HOT ROD SLICKS

7 and 7½ inch

CRUDE TREAD RUBBER

Send 10c for illustrated brochure

JIM SCOTT TIRE CO.

1900 E. 23rd St., Dept. RC-9
Chattanooga, Tennessee
RECAPPING SINCE 1928

FLEXO'S TIP OF THE MONTH

To keep kart engines in top shape, shut off fuel and allow engine to idle out. Remove spark plug, inject a small amount of oil into cylinder, turn over several times then replace plug. Your engine will remain clean for running the next day or the next year!

☐ **INTERNAL EXPANSION BRAKE**

4½" dia. Raybestos lining. Steel drum easily mounted to sprocket or hub. Reg. $14.50. Spec. $8.95

☐ **WEST BEND & MC 10 STUFFER BOXES**

Notice the difference immediately, increased crank case pressure, caused by this stuffer. Only $4.95

Available for all model West Bends and MC's.

CONVERT TO 1960 CARTS

☐ **COMPETITION LOCKED REAR AXLE**

Precision machined 1" locked rear axle. 32½" Tread, Fafnir self-aligning bearings. Heavy duty mounting plates for simple attaching or converting your old kart to competition standards. $24.50 or with internal expansion brakes with adapter hub and bolts as shown $32.50.

☐ **REGULATION "K" CART FRAME MEMBERS**

Precision bent, drilled and notched. Drop center side rails and front axle. Two hoops—rear axle. 6 pcs. Spec. $9.95

☐ **LIGHT WEIGHT RACING WHEEL**

12", steel reinforced, weatherproof plastic with moulded finger grips for safety; steel hub for ready shaft mounting. Available for immediate delivery in black or ivory $8.50

FLEXO PRODUCTS

5180 Venice Blvd. RC-9
Los Angeles 19, California

The New Homelite

The KART Experienced Racing

Built for high speed performance, the new Homelite Spitfire makes the most of all the power you feed it.

Tested and retested on all kinds of kart tracks, this great new kart handles easily and precisely. Corners as surefootedly as a cat.

Proven tough and dependable, the frame is constructed entirely of 1¼" jig-welded chrome-molly steel tubing. Ackerman-type steering geometry, Timken tapered roller bearings in all wheels, double-shoe expanding brakes are some of the features of this kart.

New Homelite K-92 Engine.

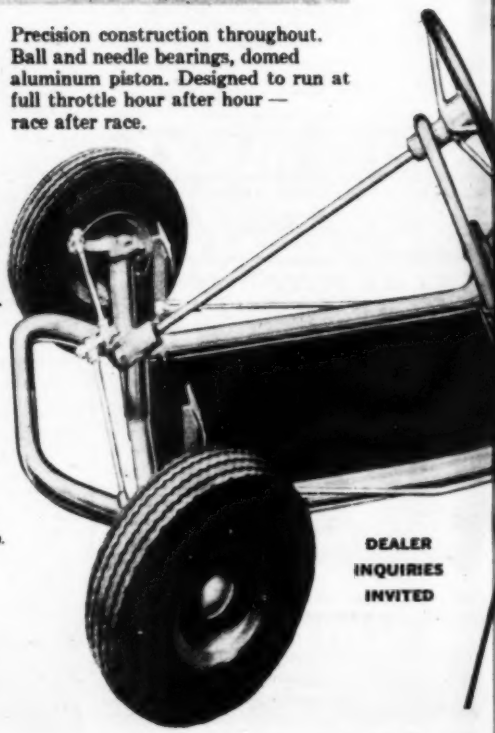
Precision construction throughout. Ball and needle bearings, domed aluminum piston. Designed to run at full throttle hour after hour — race after race.

$99.95

including universal mounting brackets FOB nearest Homelite factory branch

Specs

2 Engines: KL-92 (left hand)
KR-92 (right hand)
Weight: 12 lbs. 8 ozs. (including mounting brackets)
Carburetor: Pump diaphragm. Manual choke.
Ignition: High tension fly-wheel magneto, dust and rain proof.
Valve: Homelite pyramid reed type.
Bore: 2 9/16"
Stroke: 1½"
Displacement: 5.64
Available Accessories: Clutch, air cleaner, starter and various sized sprockets.



DEALER INQUIRIES INVITED

Spitfire

Drivers Designed

Team it up with Homelite's great new K-92 engines and you've got an unbeatable combination. Unequalled for "git up 'n go" and dependable performance. Why not drop into your nearby Homelite Dealer and try out the new Spitfire today?

$198.50

complete with upholstery (less engines)
FOB nearest Homelite factory branch

New Spitfire Specs

Frame: Chrome-molly steel tubing, jig-welded with fish-mouth joints.

Wheels: Steel. Demountable rims on rear wheels.

Bearings: Timken tapered roller bearings.

Brakes: Individual double-shoe, expanding type on each rear wheel. 22 square inches of braking area. Fully adjustable.

Steering Gear: Ackerman-type; adjustable for toe-in.

Steering Wheel: Full round, dished, rubber-covered aluminum wheel.

Engine Mounting Pads: Two engine mounts welded on frame.

Sprockets: Two, quick change 84 tooth sprockets.

Upholstery: Naugahyde-covered foam rubber.

Dimensions: Wheel base: 47⅜"
Tread Width: 32⅝" with knob tires
Length: 60¼" Height: 20¼"

Weight: 99 pounds.

Available Accessories: Gas tank, racing slicks, wheel sprockets other than standard 84 tooth, fuel lines and flexible throttle cable.

HOMELITE

A DIVISION OF TEXTRON INC.

5609 RIVERDALE AVENUE, PORT CHESTER, N.Y.

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JC WHITNEY & CO Save More Than Ever Before

PIN STRIPING

The Newest and Latest Custom Design Choice of White, Gold, Black, or Red

Ready made original design stripes, ready applied in minutes. Can be applied on any clean, dry surface. Will not chip, peel or fade. Kit contains fifteen decals in nine different designs up to 6½".

Will stripe on stove car, fenders, trunk lid, hood, skirts and other parts. Specify color when ordering. White, Gold, Black, Red.

No. 330—POSTPAID. Per Kit $1.00

12 Brand New Car Plaques

New Eye Catching Designs—For the Individual Car Owner

Ground raised letters & design. Paint baked on and transparent. Leatherette-like background. Imported to meet your need. Heavy card stock. Large size 3"x9".

All Numbers $2.98

STOP BURNING OIL

With This $7.00 Value Formula

ENGINE OVERHAUL KIT

Rebuild your motor while you drive. Serve on figures that save car power. Stop back pressure.

On-it-yourself in 10 minutes! Save on repairs. Simply drop Pellets in spark plug openings—Pour Liquid Plate in oil. This potent combination rebuilds your motor while you drive. Good for 10,000 miles. Shipped POSTPAID.

No. 1700—$7.00 Value BUTTE NOW $4.95

TRUNK TOOL HOLDER

FITS ALL THINGS

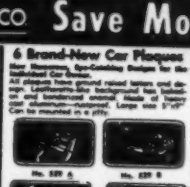
Fits over the spare tire in trunk. Simple to install. Convenient for storing tools, shoes, flashlight and other car needs. Eliminates trunk spring. Made of durable leatherette, spread with metal mesh.

No. 725—Each—POSTPAID $1.98

6 Brand-New Car Plaques

New Eye Catching Designs for the Individual Car Owner

All plaques have ground raised letters and design. Leatherette-like background has leather and bandstrand enamel. Made of heavy card stock—imported. Large size 3"x9". Can be mounted in a jiffy.



No. 329 A — No. 329 B — No. 329 E — No. 329 F — No. 329 G — No. 329 L

All numbers, Each $2.98

Picture-Carrying Plaque

Here, original car plaque, complete with plastic covered pocket in which a photograph can be mounted, up to 2⅞"x3½" in size. Picture can be interchangeably seated in place by plastic covering included. Large 3"x9" plaque is of heavy card aluminum with shining raised letters on a leather-like black enamelled background. Three rated "Who Owns My Car? By Daddy Dog."

No. 446 —Each $3.50

Stainless Steel ACCESSORY GRILLE KIT for 1960 CORVAIR

Now add a touch of gleaming beauty and convenience to your and your wife's Corvair with this easy-to-install grille kit. Stainless steel construction is the key to perfection. Kit consists of four aluminum shell, rubber-coated bars with hardware, mounting attaching parts and complete installation instructions.

No. 495 —Per Kit $5.25

The Light Detroit Forgot! Gear Shift Selector LIGHT For 1959 Chevrolet

- Illuminates the selector lever dial
- Chrome plated to enhance the beauty of the car
- Can be installed in minutes—no holes to drill—only two screws to remove and replace
- A should replace by one of the most popular and enthusiastic functions on the 1959 Chevrolet

No. 307 —Each $2.00

"LUCKY" Gear Shift KNOBS

IN ALL gear shift lever

New, round gear shift knobs be the first to have, and a ball knob is 1½" in diameter—all black with figure 8 on white background. Lucky dice is 1½" square—white with black dots. Made of Compression plastic. Packaged.

No. 408 —Dice knob ..... each 1.50
No. 409 —8 Ball knob ..... each 1.50

Sleek—Wide—Massive—Impressive STAINLESS STEEL Tubular Type Custom Grilles

For FORD, CHEVROLET & THUNDERBIRD

Deluxe quality—heavier by diameter, 18 gauge. Special stainless steel tubing. Cars used in these grilles are not sold, but 2/3 of a full tube, and are seen in back. Brackets have welded studs that make easier and more mounting holes. No other alterations required. Have parking light horizontal where required. Wire for installing lights behind grille (except 55-56 Chev. & Ford).

A. 1952 FORD (Parking light to parking light)
B. 1953 FORD (Fender to fender)
C. 1954 FORD (Parking light to parking light)
D. 55-56 FORD (Fender to fender)
E. 1957 FORD (Fender to fender)
F. 1958 FORD & T-BIRD (Fender to fender)
G. 1959 FORD (Fender to fender)
H. 1955 CHEVROLET (Fender to fender)
I. 1956 CHEVROLET (Fender to fender)
J. 1957 CHEVROLET (Fender to fender)
K. 1958 CHEVROLET (Fender to fender)
L. 1959 CHEVROLET (Fender to fender)

SWEEP ALL THE WAY ACROSS GRILLE OPENING FOR INDIVIDUALIZED FRONT END SPLENDOR

Regular $39.95 Value!
No. 13—Each $19.95

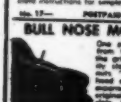
"Stop Car Thieves" with this Auto Burglar Alarm

Let this private policeman protect your car. Set your car key down a dot—alarm sounds intermittently. If key is removed, alarm sounds continuously. Easy to install.

Here is the only all-out protection against intruders, thieves and other nuts. Heavy Alarm installs under car hood and when activated, alarm car horn intermittently the moment someone touches any part of the car—and continues to blare at the approximately 15 seconds after car is left unattended. Simply and effective attaches to dash upon leaving car. Upon contact, alarm blares forth. Which complete instructions for simple, quick installation.

No. 17—POSTPAID —Each $2.50

BULL NOSE MOULDING



One piece unit extends from the windshield to the grill-rolled from quarter panel to quarter panel. Permits "chamfering" of the hood or of the hood and fender assembly. Replaces the original and is the same color. No welding, cutting, drilling required.

No. 846—49-52 Chev. Bull Nose Moulding $3.50
No. 846—53-54 Chev. Bull Nose Moulding $3.95
No. 847—49-52 Chev. 3 PIECE BULL NOSE MOULDING for use with car emblem $2.00

Spun Aluminum SNAP-ON RACING WHEEL DISCS

NOTE: The SNAP-ON discs hold the wheel nuts. Just hand the nuts instead of the wheel.

Designed for brand-new equipment for speed. These new aluminum racing wheel discs will add new splendor to any car. Engineered with gentle curved surface to reduce wind resistance to a minimum—hand no fingerprints or protection. These gracefully turned, smooth aluminum finish will enhance the appearance of any car and add speed to your wheel—don't shake or fall off—will not affect wheel balance. Sizes available for 14", 15", or 16" wheels, sold per each or as set of 4.

No. 327 Set of 4 ..... $9.95 | No. 326 Each $2.75

VOODOO HEAD Gearshift KNOBS

Cast metal with contrasting hammered finish. Eyes and mouth are inset. Lifetime construction. Finely machined to fit any gear-shift lever. Complete with chrome knurled ring.

A. No. 290 Each Postpaid $2.00
B. No. 291 Each Postpaid $2.00

AUTOMATIC TRUNK LIGHT

6-12 Volts

Completely automatic, operation. Equipped with Homeseal Mercury Switch. Simple installation. Lights when trunk lid is opened. Fits any car—all necessary wire included. Completely self-contained unit.

No. 161—POSTPAID. Each $1.59

"Hollywood" Wolf Whistle

Intake manifold velocity goes the wolf call, imitation a barking dog and other effects. Simple to install. Works off the intake manifold.

No. 60—POSTPAID. Each $2.95

Car Club Jackets

CHOICE OF FIVE DESIGNS

Whether your sport is hot rods, sport cars, boats, ½ midgets or chess, now is a select time to buy performance or club treasury. It's a colorful, high quality coat that is carefully tailored from the finest Don River combined washable poplin in popular wind-breaker style. Has such desired features as roomy combed pockets, easy-sliding heavy brass, combed zipper closed, inserts—and it is treated with Dufrene "Fyrdee" to make it water and spot repellent. Insert-lasting enough for dressing up and lasting enough for work. Comfortable for casual wear.

This classy jacket is available in any of the 5 designs shown above: "NO CLUB—LONE WOLF," "NOT ANOTHER—WILL TRAVEL," "ROAD DEVILS," "NIGHT PROWLERS," or "CAN BUSTERS"—which are permanently silk screened on back of jacket and they are sewn in a cursive-like effect. Choice of 3 colors: Red with white, Blue with white, Green with white, or White with black emblem. Men's sizes: Small, Medium, Large or Extra Large. When ordering, be sure to specify jacket color, size and emblem desired.

No. 295 —Each $6.95

NEW SHOCK OVERLOAD SPRINGS

Reduce Over Pressure Good Shock Absorbers.

Shock springs carry heavier overloads with a level ride—no bottoming.

SET OF 2 ADD 1.25 ADDITIONAL LOAD CARRYING CAPACITY.

Easy to install—anyone can install in minutes. No special tools required. Stop sway, prevent shock absorbers, no extra cost and tires. No rear bottoming. Will prevent all makes & models. Increase road clearance. Fits most rear springs—specify make, year, specify make, year and model of car when ordering.

No. 828—Per Pair $6.95

Chrome Door Lock Knobs

TRIPLE CHROME PLATED

Changes colored door lock knobs to all chrome. Combines interior of car and brightens inside of doors. Specify Car & Year.

No. 870 Per Pair ..... 2 PRS. $1.00

For all makes of Cars.

WHEN YOU WANT PLENTY OF NOISE—INSTALL A HOLLYWOOD NOISE MAKER MUFFLER

- Shell length only 11 inches long
- Overall length 14". Diameter 7"

THE MUFFLER WITH THE LOUDEST D-O-A-R!

- Straight-line construction with perforated inner core. No Packing—No Baffles.
- All Steel Construction with electrically welded seams
- Universal and caps with bushings make this muffler adaptable to any size tailpipe
- Complete with clamps and bolts

No. 841—Each $3.98

JC WHITNEY & CO 1917 Archer Ave., Chicago 16, Ill. (U-29)

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OPENING
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95 Value! $19.95

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$2.95

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BOOKS THAT TELL AND SHOW YOU HOW—

FIX YOUR CHEVROLET HAND BOOK
For all models 1940 thru 1957. 232 pages of instructions and illustrations.

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Ford Model "A" Service Manual $1.00

Renault (Dauphine) Owner's Hand Book. $3.00

Volkswagen Owner's Hand Book. $2.00

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Model A&T Ford Owner's Hand Book. $6.00

Chrome Plated MICRO HORN

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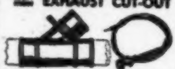

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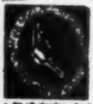

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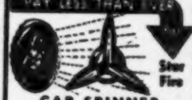

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photos by allan carter

Not often found under the torch, the '56 Plymouth nonetheless has a definite potential as top notch custom bait. Gene Dickson of Seattle, one of the swingin'est custom-wild towns in the country, decided to let it all hang out on his hardtop. He fit a '54 Chevy grille above the guardless front bumper, cleaned off all the handles and plaques, revamped the side trim and neatly molded the extremities of the rear fenders around a tunneled taillight setup of his own idea, utilizing four '56 Buick lenses. Black lacquer is set off with simple scallops of light and dark gold, silver and white. Upholstery, in black and white, was also done by owner.

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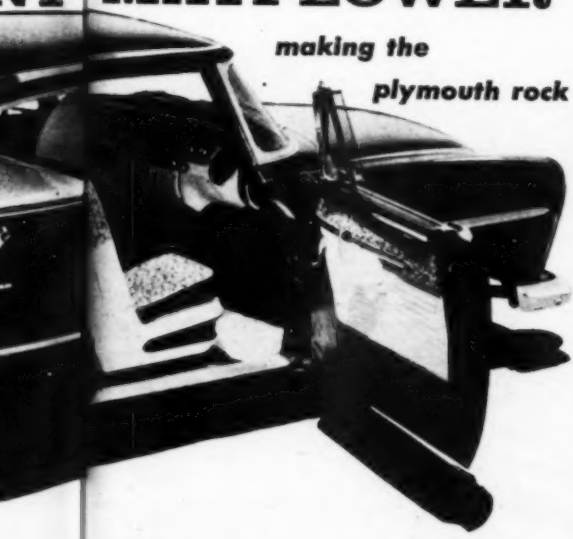


SHOE BOX SHOW CASE

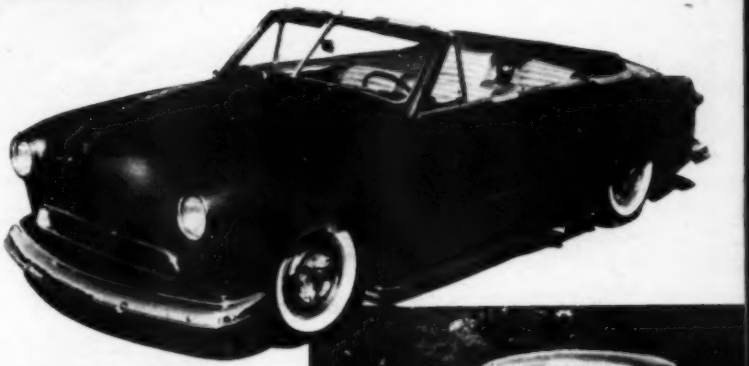
Car converted to pickup has low, sectioned body using frenched tube grille shell and floating rod center plus '57 Chevy lites. Top has been chopped with formed cab and newly shaped bed section.

'51 Buick side trim allows two-tone design extending from front wheel well. Chrome tube grille is backed by expanded metal.

Round hood corners blend well with frenched '50 Merc shell using floating '57 Corvette grille. Note lakes pipe under rocker.

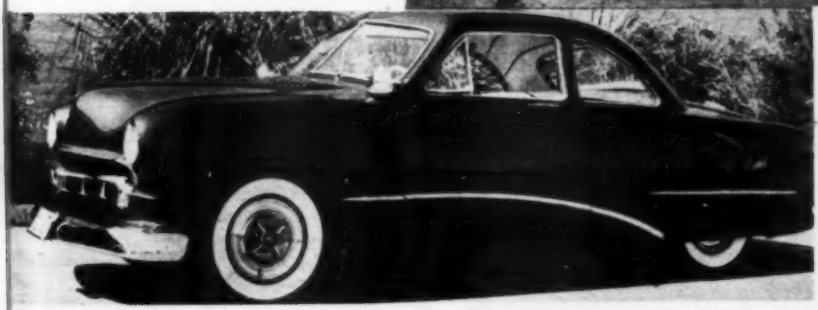
Right and left Dodge grille sections are installed into ends of fenders with open center section. Note '55 Pontiac reversed side trim used for two toning.

Single strip Buick side chrome tapers into scooped Merc skirts. Note '51 Canadian Meteor grille installation.



'57 Chevy pickup grille outer band has plastic rod inserted on expanded metal floating in Merc grille cavity.
'52 Ford headlights are frenched.

Recontoured tubing is molded into front fenders and hood to create unique cavity for horizontal grille bars.

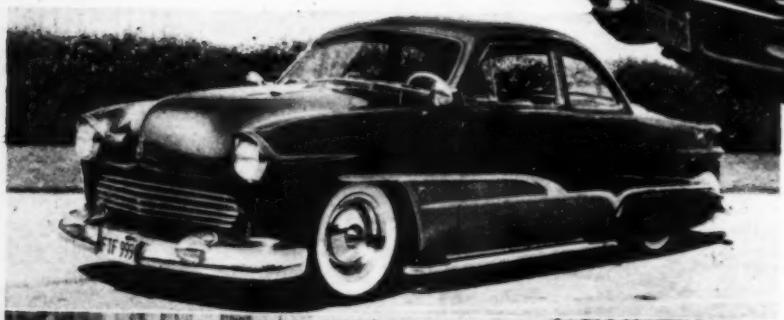


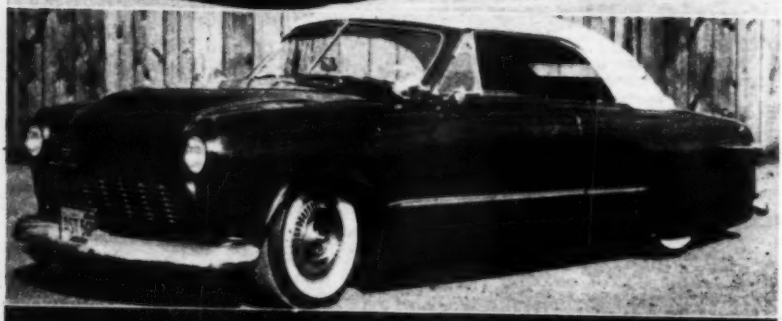
SHOE BOX

continued

SHOW CASE

Canted headlights and grille opening is one-piece unit using Imperial headlights and Chrysler grille bars. '55 Dodge Lancer chrome used for side.





'55 Chevrolet headlights have over shaded panels frenched into front fenders. Double reversed '55 Ford and '53 Dodge used for side trim.

'56 Ford side chrome has been cut to fit and Oldsmobile grille is installed with floating brackets.

'56 Chevy grille is used in frenched shell unit. '55 Chevy side chrome is used for panel section. Note air scoops above frenched headlights.

Tapered rear open wheel wells match taper on Buick side chrome. Pontiac right and left grille bars extend into '50 Ford end bars with '51 Ford top bar.

'49 Cad grille has been chopped to fit with complete Buick side chrome and large radius wheel wells enhancing chrome reversed wheels.

'58 DeSoto quad headlights have been formed to tie hood and fenders. '53 Dodge side trim matches contour of '57 Merc skirts.

(left) Pontiac side chrome has been cut to match fenders, doors and quarter panels. Top has been chopped 3 inches, and '56 Chevy headlight has large overhanging paneled section.

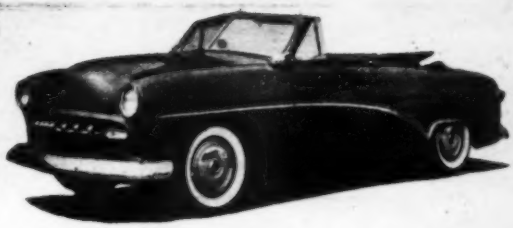
(lower left) '53 Dodge side trim has been reversed on this side section. Grille bar was reversed and welded to make oval cavity with one center floating bar.

(below) '55 Plymouth grille section matches '51 top bar to form grille opening. Double peaked side chrome makes unique center paint contrast.

'56 DeSoto side trim extends from stock chrome for two toning. '56 Merc grille is installed on lower half of '54 Olds floating bar.

SHOE BOX SHOW CASE

continued



DeSoto grille bar is made to float in oblong open shell unit. This owner chose popular Buick side chrome.

Combination of '54 Pontiac, '53 Chevy and '52 Ford make up this floating grille unit. '53 Dodge trim is reversed for side chrome.

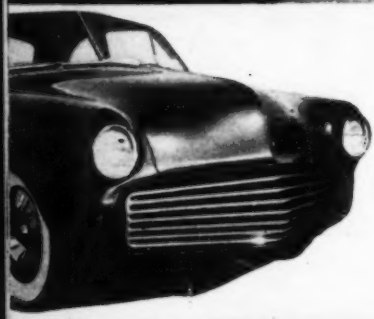
Park lights are frenched on upper section of shaded headlights. '55 Ford grille is made into oval shape to match grille shell.

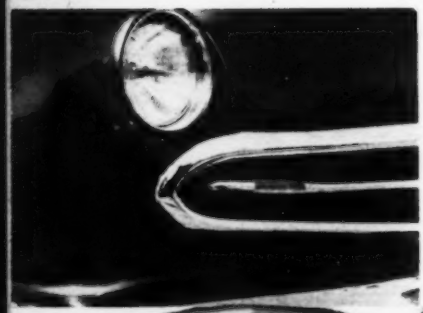
(below far left) '55 Chevy grille mesh is installed in outer shell cavity with a frenched pan. Two toning is divided by '55 Chevy side chrome.

(below left) Split front bumper is from '55 Pontiac and side chrome was taken from '58 Ford. Note oval grille shell and matching center section.

Combination of '51 Ford top bar, '52 Ford center and '50 Ford outer bars bolt into place for grille unit.

'55 Ford grille extends into '50 Ford end bars. Continental hub caps have center bullets.





SHOE BOX SHOW CASE

continued

Split Dodge grille is installed in center section of grille cavity using stock '51 top bar. A really low-budget custom.

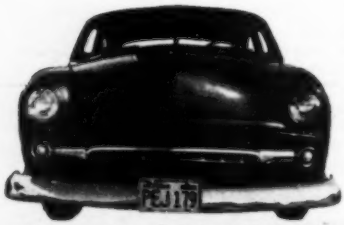
Large grille shell cavity is molded into front end assembly with composed rod bumper/grille insert. Hood center strip is sharply peaked.

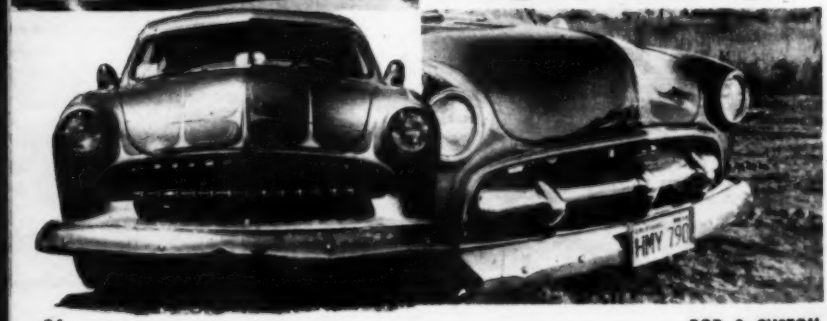
(below left) Two '51 Ford top grille bars form grille opening framing Kaiser center floating bar with handmade parking light.

(below) Complete '54 grille is installed into front end by frenching top bar and floating center bar.

(bottom left) Merc grille is frenched into front end assembly around Corvette grille. Hood corners are rounded.

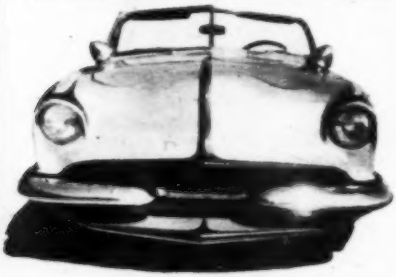
(bottom) Plymouth grille is installed in a slanted position under tubing grille shell. '52 Ford headlamp rings are molded to fenders.





Combination of plastic arrowheads and metal flanges with '56 Chevrolet pickup grille bar composes this center section in Merc shell.

Montage of '53 Chevrolet grille fills cavity. Scoops on hood and fenders match.



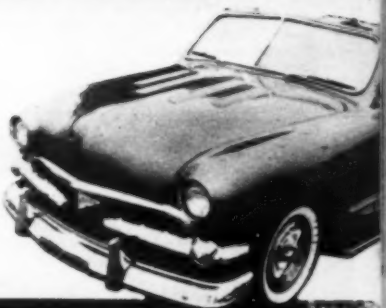
Hood has been shortened and pancaked with paneled front end using combination of Pontiac bumpers, mesh grille and center vertical bars.

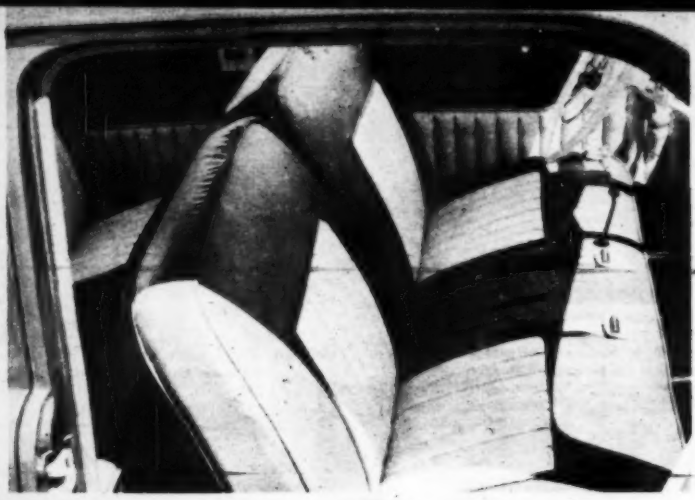
Imperial headlights and '57 Buick grille compose complete front end restyling with tube-type bumpers.

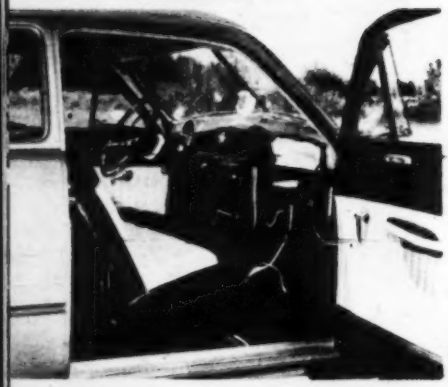
Bullet caps are installed over parking light impressions on these Dodge floating grille bars. Hood is louvered.

Chrysler outer grille frame is installed into front end using DeSoto bumper guards on '53 Ford bumper.

Sectioned front end makes unique curved tapered hood using small grille shell opening and '57 Chevrolet headlights.



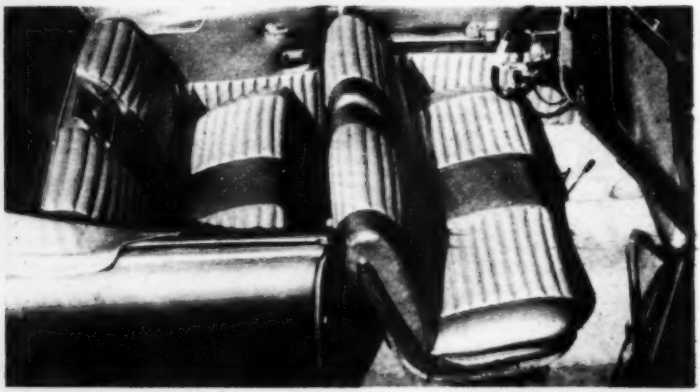




(above) Square block inserts of vertical pleats are installed in this split seat unit done in fabrillite.

(left) Side edging finished off this deck rugging to match black and white interior. Glove box is fur-lined.

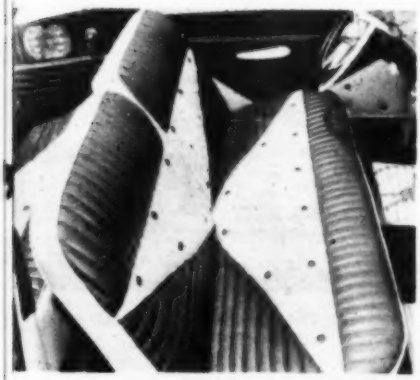
(below) Two inch air foom horizontal pleats carry same theme through front and rear of this open convertible.

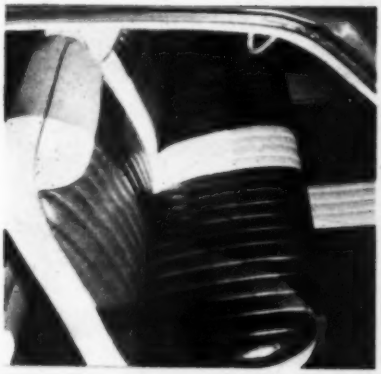


SHOE BOX SHOW CASE

continued

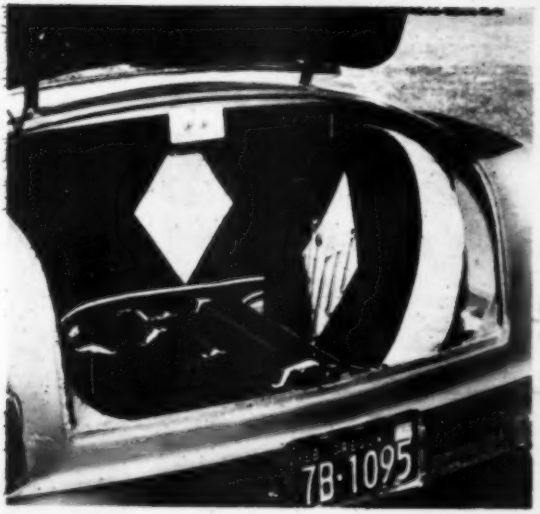
'51 Ford dash has been trenched and reformed to house Stewart-Warner dials and pressure pump.



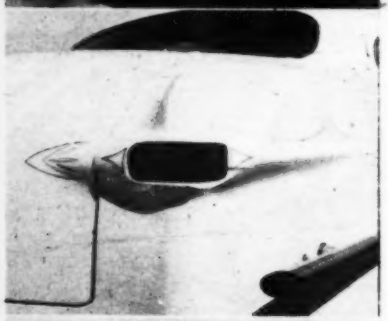


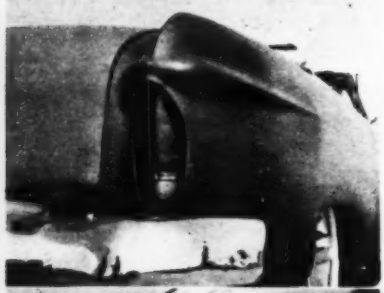
Combination of vertical and horizontal pleats is contrasted with diamonded, paneled inserts.

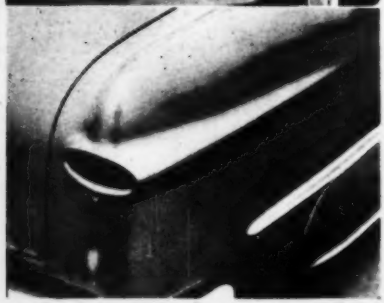
Upper top lay-backs are capped in white cowhide with extending vertical pleats in two tone contrasting colors.



Upholstered trunk compartment has tire cover. All tools are chrome plated.



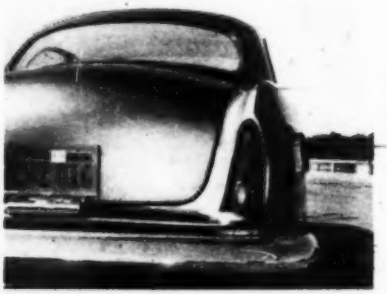




SHOE BOX SHOW CASE

continued

Rear bumper (left) has been blanked and split with license plate encased in flat curved box.



(above left) Oldsmobile taillight is frenched into flaired section of rear fender extending into deck.

(above) '57 Chrysler canted taillight is installed into ends of rear fender with ¾ inch rod.

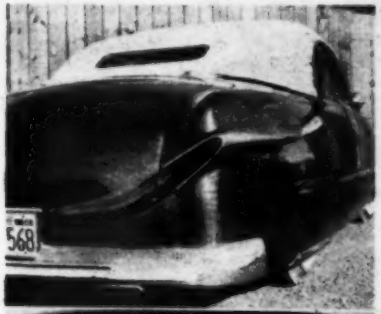
'56 Mercury (left) taillight is recessed into vertical frenched ¼ inch oval.

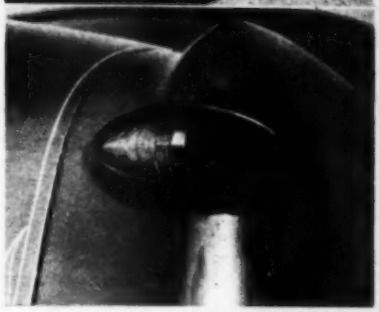
(below right) '52 Olds 88 taillight has been turned sideways into rear fender. Note Buick porthole for exhaust flange.

Three-way taillight unit (below far right) has separate circuit lighting of tail, brake and backup.

Stock taillight is molded into one piece with ½ inch recessed edge.

Dual '59 Caddy taillights (below) fit perfectly into taillight cavity.





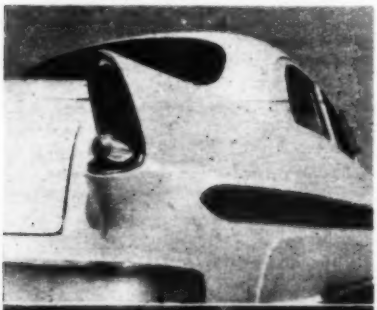
(above) Corvette taillights are installed into flaired side section of rear fenders.

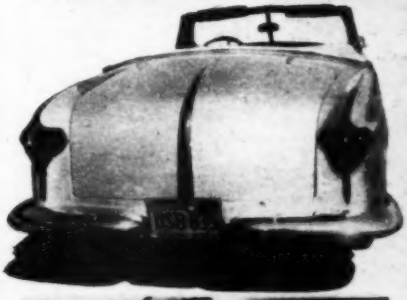
(above right) Canted taillights extend from flairs of rear fender with protrusion into deck lid.

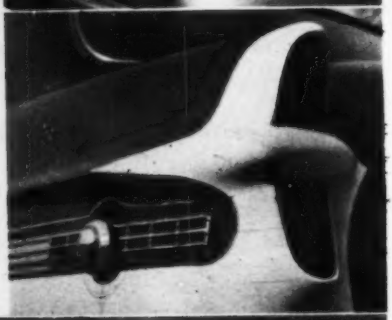
Cut down '54 Chevy taillight lenses are installed into formed, frenched housing.

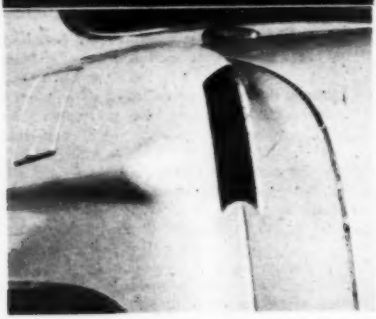
'55 Plymouth taillight (below) is installed into rear right of fender section.

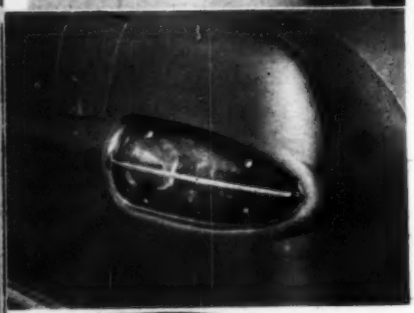
(below right) Split rear bumpers taken from '55 Pontiac are installed in this rolled back section.











(upper left) Four '49 Buick taillight lenses create inner and outer lighting units around rear fender.

Stock taillight (upper) is frenched with 2 inch shaded lip.

(above left) Two lenses from '55 Plymouth are frenched into rear fender with center roll blended into flair.

(above) '50 Merc taillight lens stands vertically in rear fender.

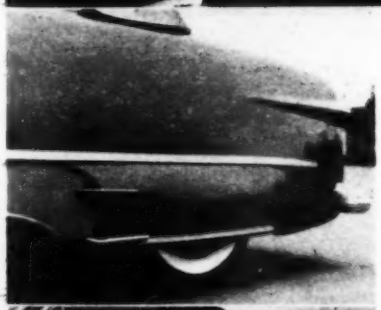
(left) Side panel installation uses lens taken from '58 Corvette.

(below left) Rear fins are taken from '54 Studebaker with quad taillights from '56 DeSoto.

SHOE BOX

continued

SHOW CASE



(above left) Rear wheel well has flair blended into side paneling extending around taillight. Note deep dished reversed wheel.

(above right) Rear wheel well has been radiused to match '51 Buick side chrome.

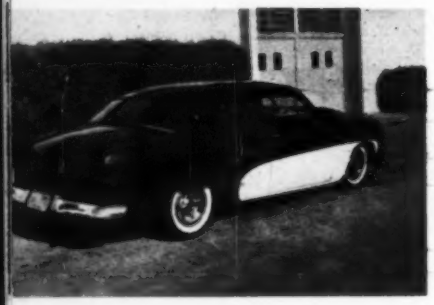
(above) '51 Merc skirt has front scoop opening to match taper of '55 Ford chrome.

(above left) '51 Merc skirts have been cut down to fit Ford rear panel and the front end has been opened into a scoop with chromed teeth from '54 Mercury.

(left) Flaired lower section has been molded into '57 Merc skirts that match '58 Ford chrome line.

Rear fender well is faired and matched in design to '56 DeSoto side trim. Quad pipe system has lower stack for exhaust opening.

'52 Ford rear window is used on this chopped tudor sedan. Crestliner side chrome is used for separating colors.



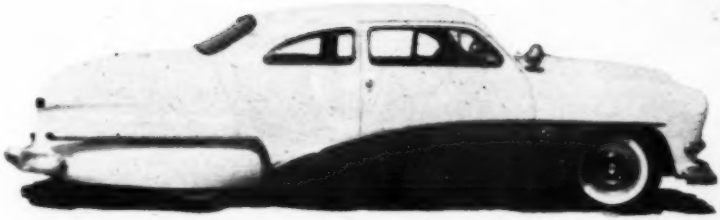
Four-way canted taillights are frenched into rear fender and deck lid using ¼-inch round rod. Again the use of the popular '55 Pontiac bumper.

'52 Buick taillight lenses are frenched into rear fender flair. Also, exhaust ports are frenched into rear bumper and then replated.

SHOE BOX SHOW CASE

continued

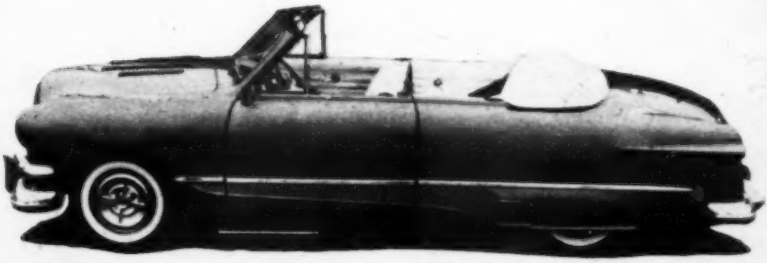
This '51 rear bumper has indentation cut in and repanaled for license plate insert.

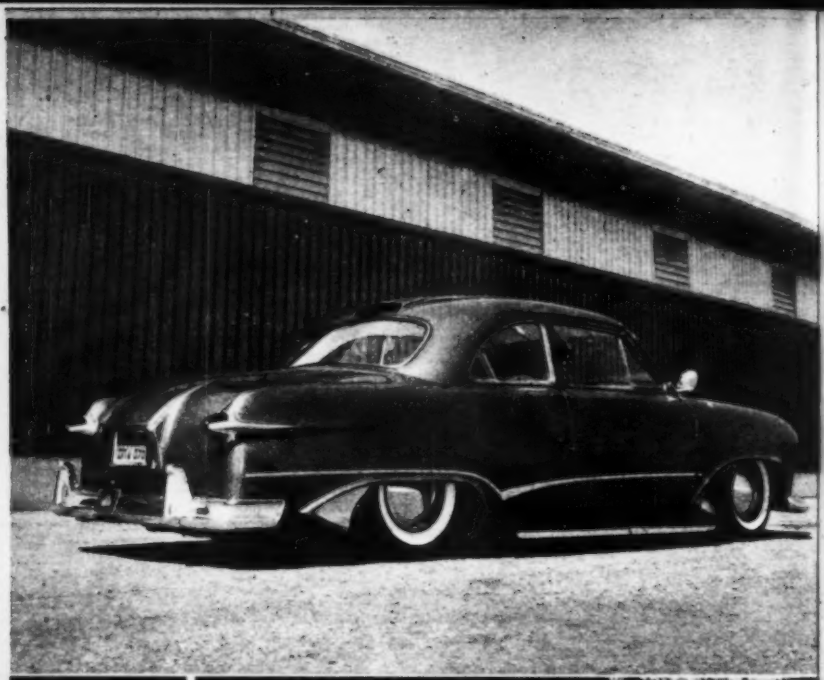


Buick side trim extends into external side exhaust formed around large skirt to carry on trim theme.

Small fins are built up on rear fender using '55 Buick lenses and handmade back-up light lenses. '53 Merc bumper guard Dogmars are installed on rear bumper.

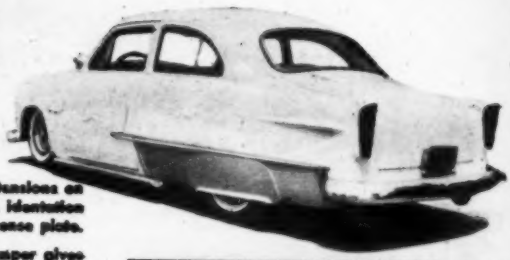
DeSoto lower side chrome combines with stock Ford. Merc skirts with grille teeth are used on this convertible.





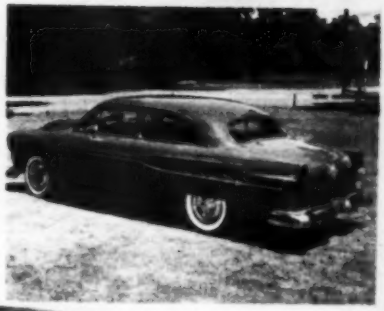
SHOE BOX SHOW CASE

continued



'56 Chrysler taillights add extensions on rear fenders. Molding of deck identation lowers license plate.

Use of '55 Pontiac split rear bumper gives unique placement of license plate. Side fender flairs form into '56 Buick taillights for novel appearance.



Large encasement is formed around license plate and extended from top of deck. Matching design is carried to top scoop. Extended wheel well openings are lined with stainless inserts.

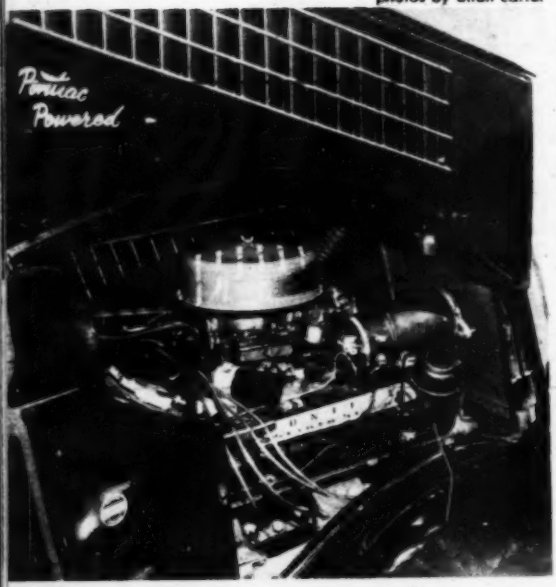
(below left) Quad Oldsmobile taillights are installed inside of extended, paneled rear fenders using a chopped deck lid plus '55 Pontiac front bumpers.

Rear fender flairs have been smoothed out and '51 Chrysler taillights installed.

Indentations in Olds taillight sences blend perfectly for extended side fender flairs.

Kaiser rear bumper bolts into position on rear of pan and brake assembly. Note handmade, long bubble-type skirts.

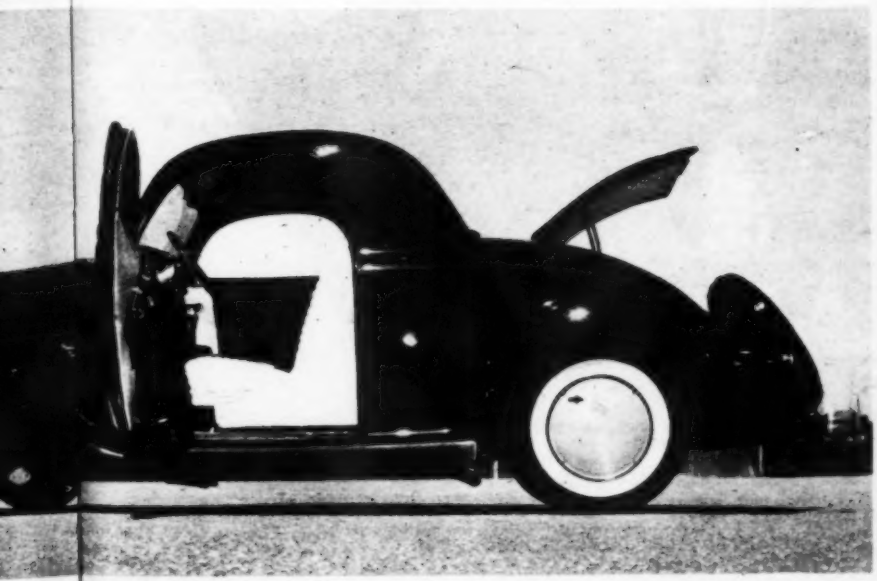
photos by allan carter



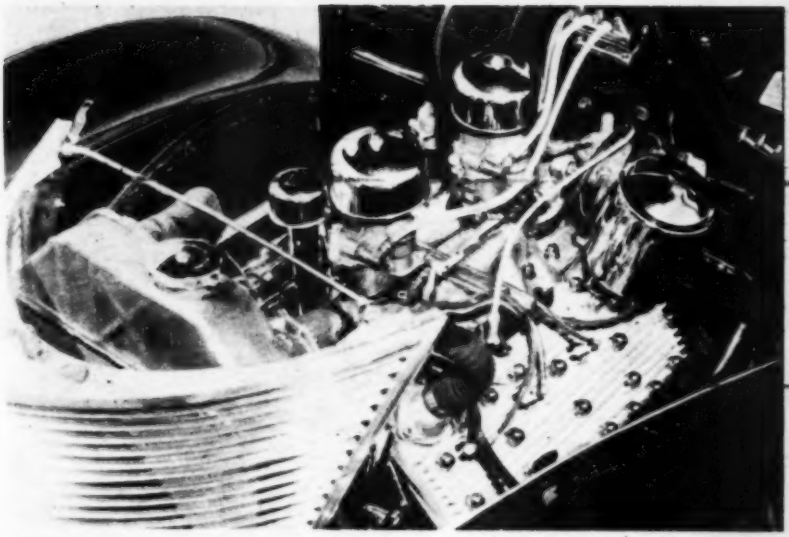
power makes this three-window...

A MEMBER OF THE TRIBE

Indians are found 'most everywhere in the US and hot rodding has its share. The well known Indian theme as used by the Pontiac division of GM was in total obscurity as far as rodsville was concerned for many years, but with the advent of their potent V8, suddenly burst into the limelight through efforts of rodders like Mickey Thompson who use them to set International records as well as upping the marks at local drag strips. Seattle, Washington is Indian country and Jerry Udell chose the Pontiac marque for powering his sanitary '35 coupe. A stock 288 cu. in. '55 mill is linked to a '39 Ford gearcase with a Cragar adapter. 26 tooth Zephyr cogs combine with 4.11 rear screws for a natural combination of go gears. Dropped axle, Moon discs on 15" wheels add to black beauty.



AER 037

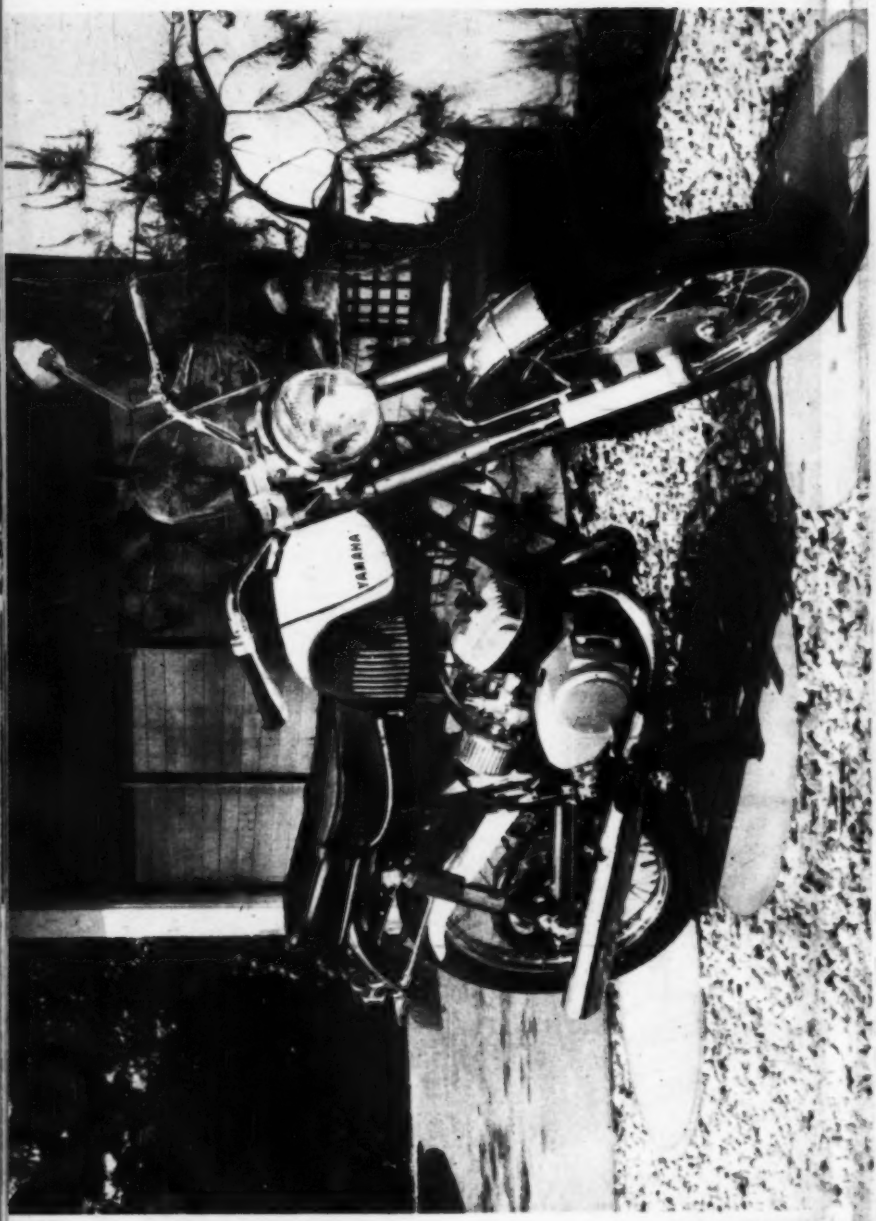


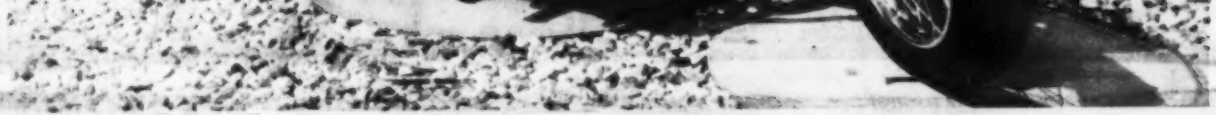
the license tag aptly describes this . . .

FLYIN' FLIVVER

The '37 Ford is generally acknowledged to be one of the least desirable of Henry's creations, but Richard Flynn of Seattle, Wash. didn't realize what a drug on the market they could be until he tried to sell his. Purchased some eight years ago for a second car, no one seemed to want it when he decided to sell. The only course for the Mercury agency mechanic was to clean it up a little, but it led a complete rebuild and the decision to keep it. A '49 Ford mill fitted with Offie heads and manifold, ¾ cam, Mallory ignition and headers plus much chrome was put in.

photos by allan carter


YAMAHA

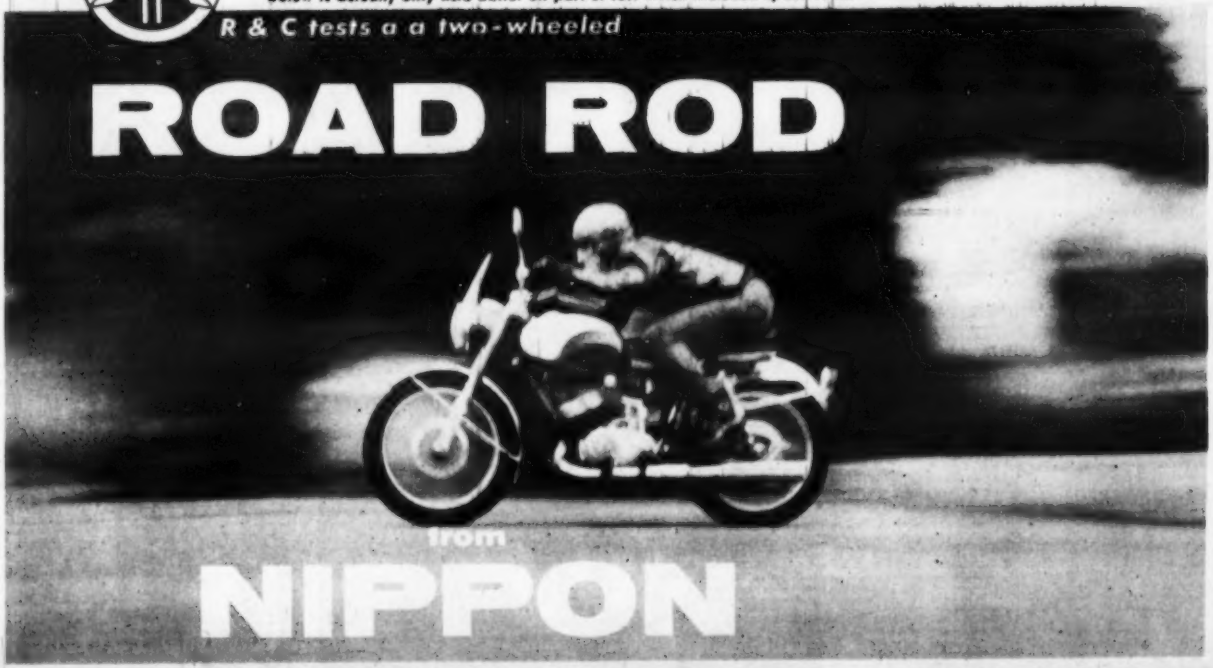


photos by Uhler, Brolier, Lynn

For the average rider who wants "a little more", the near perfect answer is Yamaha's 250S Sports model of the reliable 15 cubic inch Japanese cycle. Ready for pleasure and business riding, or the clubman's weekend race meets, the 250S is an ideal all-round machine. Official looking, racing action photo below is actually only R&C Editor on part of test which included speed runs.

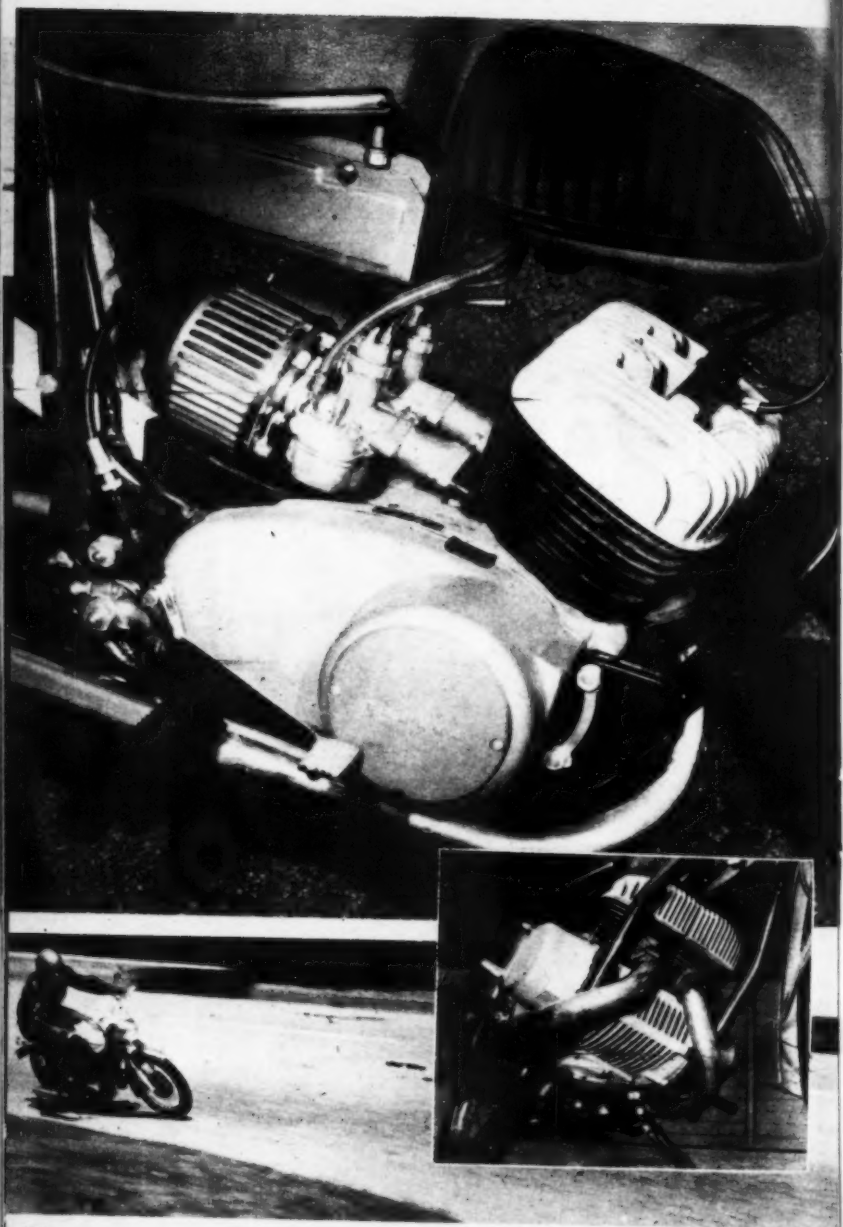
R & C tests a a two-wheeled

ROAD ROD



from

NIPPON



ROAD ROD from NIPPON

continued

WHEN THE YAMAHA motorcycle made its appearance on the American scene during the Catalina Grand Prix two years ago it was virtually unknown in this country, but quickly set about building a reputation for quality, durability and that intangible something that creates a strong bond between man and machine. The first models available were sought after for these reasons and the added convenience of an electric starter on a machine selling for but $575. Still, the sports enthusiast was cool toward the pressed frame model, austere in brown and gray paint. The factory, realizing the situation has, but a few months ago, announced three new models, designed specifically for the performance and style minded enthusiast. The 250S is available in street trim as shown on these pages, or stripped for scrambles and off-the-road use with upswept exhausts, knobby tires, high fender, etc. For the ultimate in speed, an all-out racing machine has a large, sculptured tank and engine refinements for even greater power than that provided in the standard 250S with its 20 hp rating. The new machines are anything but austere, being heavily chromed and struck with as bright and enhancing colors as may be found anywhere. Other bids to quicken the pulse of the mechanical minded were the addition of a 5-speed gearbox and dual carburetion. We found it difficult to be blasé when confronted with the sparkling beauty and during the several weeks we had an opportunity to ride it our enthusiasm heightened. Typical of two stroke engines, a little flatness is felt at low rpm, but a firm twist of the throttle startled the machine into coming out of the hole like blast-off time. Initial tightness of the new engine held cruising speeds to under 60 mph, but a few hundred miles later we pegged over 90 on a level stretch of test road with a solidity of control which gave a well-founded sense of security. Fuel consumption (20 parts gasoline to 1 of oil) netted 68.4 miles to the gallon – over 250 miles between fueling from the over 4 gallon tank. List price on our test model or the scrambler version is a remarkable $649. – low by comparison with comparable machines, thus creating an economical transportation and sports piece within range of all. The 250S is not equipped with electric starter, but the twin cylinder design with its smooth operation creates no problem of kicking it over, even for the novice.

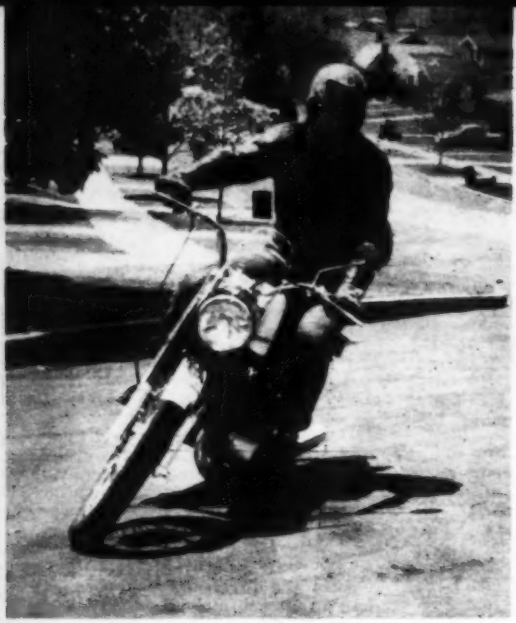
Thoroughly impressed by the hot rod model of a cycle from a company perhaps best known for musical instruments (hence the tuning forks on the emblem), it was with regret that we concluded our tests and bid *sayonara* to this beautiful and spirited steed. ●

Full information and brochures may be had by writing direct to Yamaha International, 412 West 6th St., Los Angeles, California.

A truly potent engine is found in the 250 cc Yamaha inclined twin. Of two stroke cycle principle, the dual carburated version found on the Sports Model puts out 20 hp at 7500 rpm and comes on with the suddenness of a spilled coke. Used to larger displacement engines of up to twice this capacity, R&C's testers were amazed at versatility of 15 inches. Five speed, constant mesh gearbox is integral with engine and close ratios provide real flexibility on tight circuits or mountain roads. Paper-type filters are very effective.

Lower side of engine displays elaborately finned case structure, smooth flow of exhaust pipes and wide spread of sturdy, double looped frame. Structure dictated that this model not be an ultra-lightweight, but durability pays off in riding comfort, ability to stand the gaff for many years.

Sweeping into long curve on winding roadway, Yamaha sticks like weld. Overall smoothness was excellent under all conditions, including tandem riding. Chrome plated, heavy guage steel fenders provided adequate protection on wet streets to prevent soiling trouser legs and make cleaning bike an easy task.

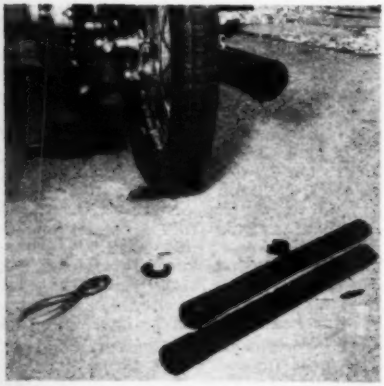


ROAD ROD from NIPPON

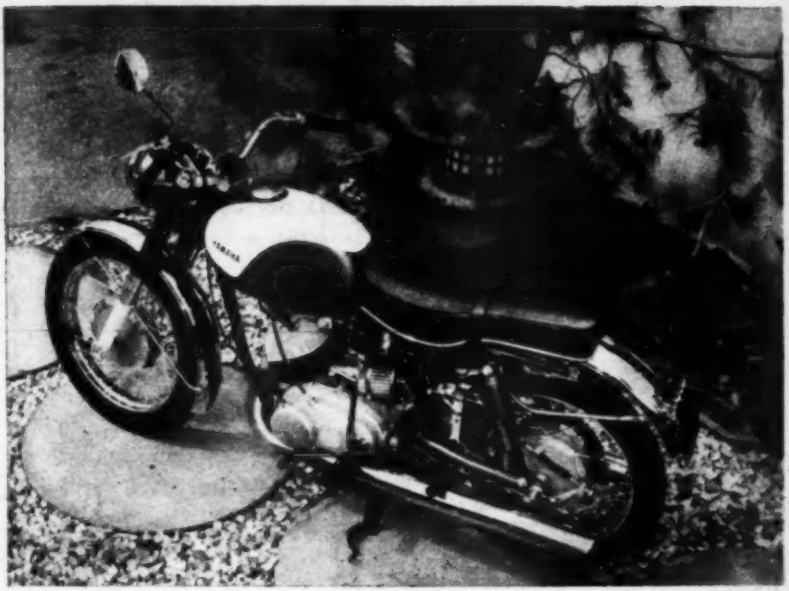
continued

Tight turns of close to seven foot radius can be taken as bike will go over to scraping point without sliding out. Nimbleness and positive control endeared machine to testers. Western bars are provided on import 250S, replacing standard short, flat bars.

Pleasant tone is afforded by long, large diameter stacks with removable insert mufflers. Retaining clip may be quickly removed for competition riding with less restrictive backpressure, but noise is intolerable for street use. Fortunately, power while muffled is excellent.

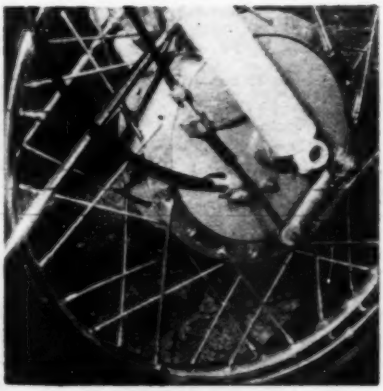


Neat toolbox below dual seat has ample array of metric wrenches and special tools as well as screwdrivers, pliers, greasegun. Attention to detail found throughout machine is echoed here with extra plugs, parking lock, key and keychain provided as well as owner's lapel pin.

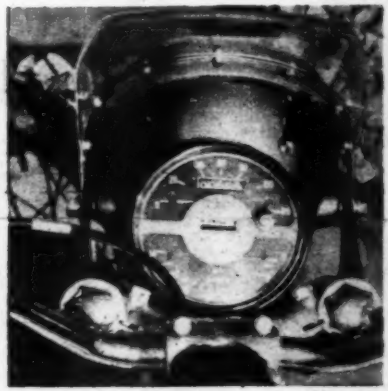


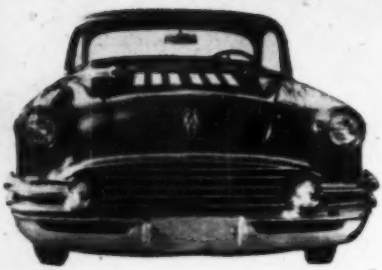
Extremely fine appearance is seen from any angle. Generous amounts of heavy chrome plating, polished aluminum contrast nicely with white, metallic golden orange lacquer. Battery is sheathed in plastic case. Molded rubber covers are fit to many working parts. Both center and side stands are provided for easy parking, tire changing or repairing. Stock machine looks like showpiece.

Ultrafine craftsmanship in design and assembly shows up in areas like full width front brake with speedometer drive fit into hub. Variety of adjustments for brake cable and lever, fitted rubber boot over exposed cable and even a dust cover over valve cap are among features.



Large faced dial contains speedometer, odometer, tachometer and quickly adjustable trip meter, ideal for Enduro riding. Ignition warning light is set in headlamp body to left of switch, which is removable, having key integral with switch handle. Note the windscreen.

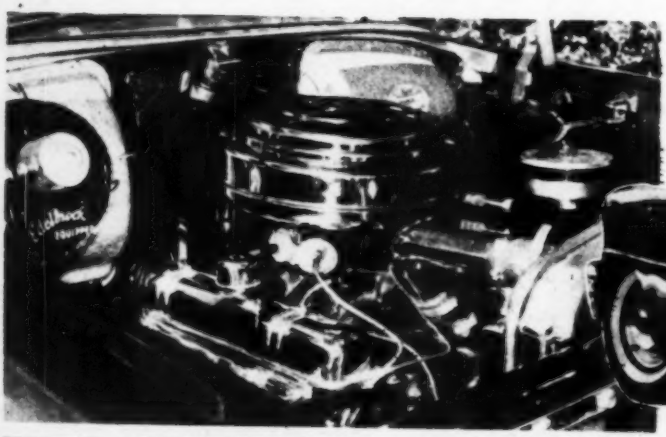


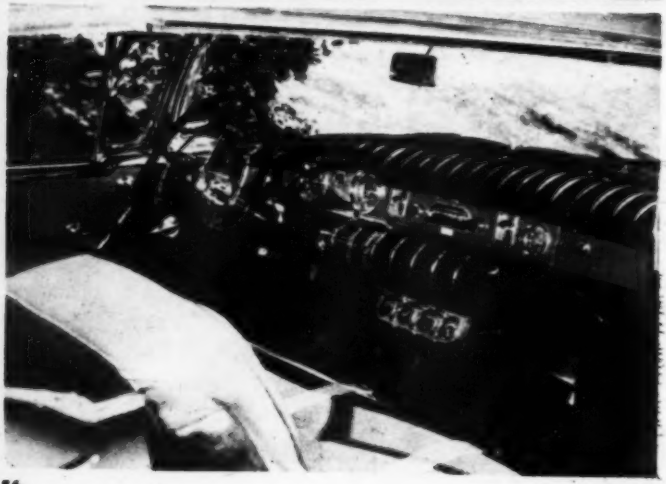


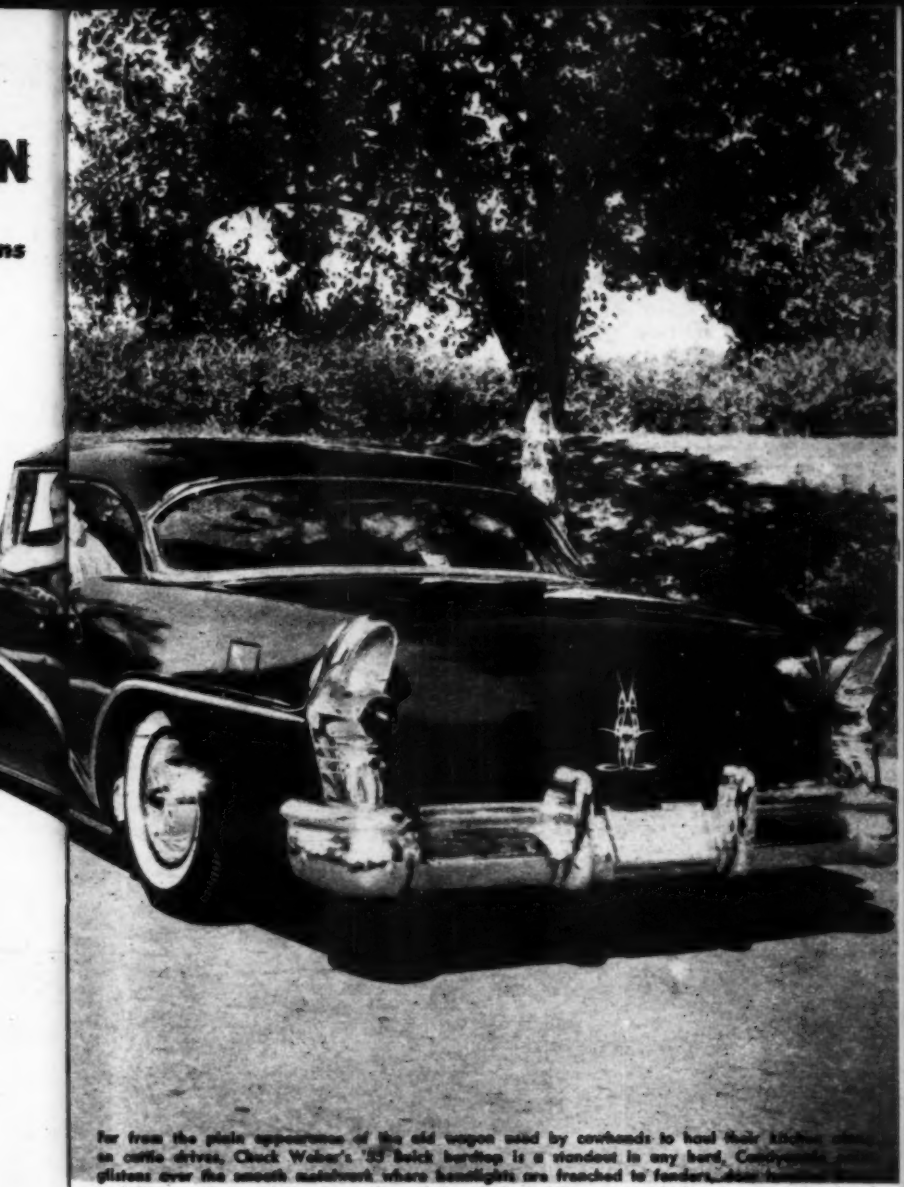
THE CHUCKWAGON

a modern counterpart rolls across kansas plains

photos by Roger Kilborn





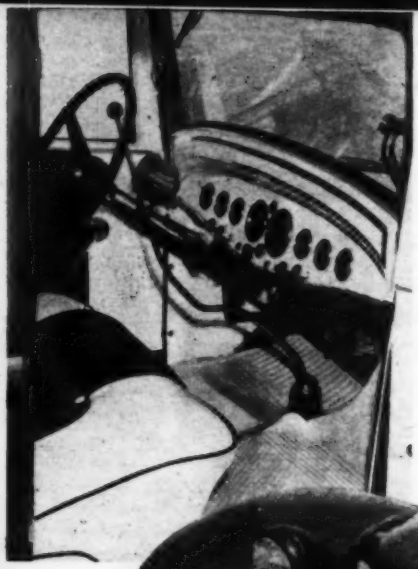


Far from the plain appearance of the old wagon used by cowhands to haul their kitchen stuff on cattle drives, Chuck Weber's '55 Buick hardtop is a standout in any herd. Candy-apple glistens over the smooth matchwork where headlights are frenched to fenders, door handles, medallions and nameplates removed, portholes eliminated, louvres punched and ornament pedestal shrunk out of the hood. All metal and paint work was by Star Kustom in Chuck's hometown of Wichita and neighboring Paul Matz did the rich interior in black Naugahyde and red Nylon. The imaginative striping was by local artists Rudolph and George II. Weber did taillight trickery himself. Grille is handformed tube with parking lights, originally below headlamps, behind bars.

A FINE FENDERED FRIEND

Channeled deuce retains stock fenders

Channeled seven inches over the rails, yet retaining the use of stock deuce fenders, Gary McCann's '32 five window has all neatness and function of stocker without barn-high looks. 347 cubic inch Pontiac of '57 vintage powers the red coupe, attracting eyes and the attentions of well endowed Sharon Koski of nearby Olympia. Northern gals dig old rods.



Black-face Stewart Warner instruments grace panel in plush interior of black and white Naugahyde. Tall shift lever leads to '39 Ford box coupled to Pontiac mill via Crager adaptor. Bell 3" drop axle lowers front on Renton, Wash. car to within inches of 6.40 x 15 front tires while rear skins of 7.10 size just clear molded in fenders and give slight but appealing rake. Locked rear end with 4.44:1 screws gives big gow with modified (inside) mill.

A FINE FENDERED FRIEND

continued

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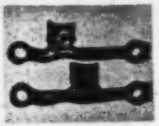

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ACTIVITY CONTEST REMINDER

R & C's Kart Activity Contest is under way! The announcement last month has brought immediate response, though the light mail indicates an excellent chance for entrants to be selected for one of the fine monthly prizes offered by our advertisers. By way of review, anyone may win one or more worthwhile prizes by merely sending in an activity idea for karts which may be selected as the best of the month. Activities should be as original as possible, but may be something that you or your club has been using for some time. Those ideas which place less emphasis on racing and more on fun for all the family will be in the best position for the winning entry. Please limit all written entries to 1000 words or less. Entries which include photographs of such an activity *actually being used* will be eligible for a special added bonus!

A new contest will be run each month for the next twelve months. In addition to being eligible for the monthly prize, you may win one of the Quarterly Prizes, judged as the best of the three preceding Monthly entries, or the final Grand Prize for the Best Idea of the year. Entries which may not qualify for Monthly awards may still be selected for Honorable Mention and will receive a free subscription to Rod & Custom.

Entries postmarked during the month of September will be eligible for the September contest and the win-

ner (and his idea if of sufficient reader interest) will be announced in the January '61 R&C.

Monthly prizes will be valued at a minimum of $25., and will be rendered in merchandise from one of R&C's many advertisers.

Entries become the property of Rod & Custom and none can be returned. Judging will be based on appropriateness and ease of staging such an activity. In the event of more than one similiar idea, the one with the earlier postmark will receive the award.

Prize for the September contest is a Caliper Hydraulic Spot Brake developed for use on all karts. Designed and manufactured by Palmini Engineering Corporation, 3156 N. San Gabriel Blvd., South San Gabriel, Calif., the patented unit sells for $29.95 and is complete, ready to install. The P144 Model offered is the same as that used on production karts from major manufacturers such as Cool Cart, Bug, Cad Cart, Stinger, etc., and is extremely popular with builders of "Specials."

As a bonus for usable photos, R&C will match the prize offered, or pay $25. cash to the winner. Quarterly prizes will have a value of $50. or more and the award for the Best Idea of the Year will be valued at over $100.00. Just one good idea, and photos which can be used in R&C could bring you over $200. in valuable merchandise prizes and cash. Don't just sit there ... Send in that idea NOW!

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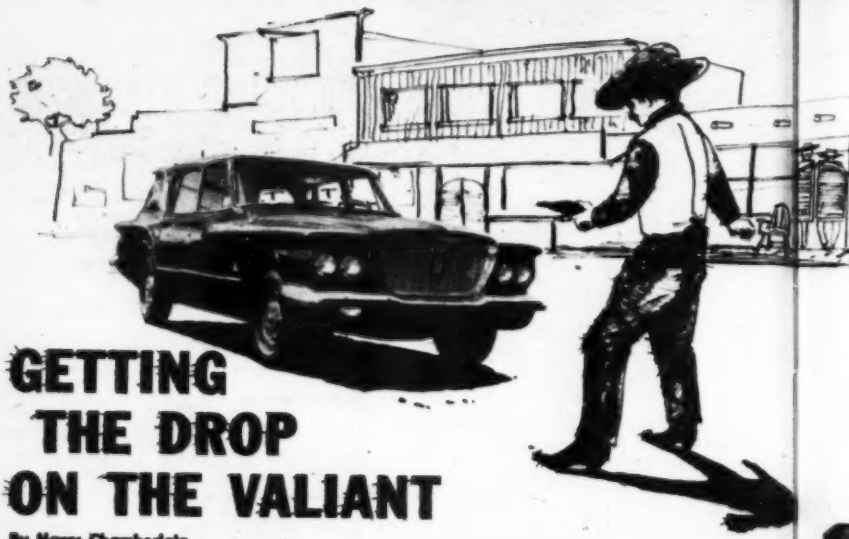
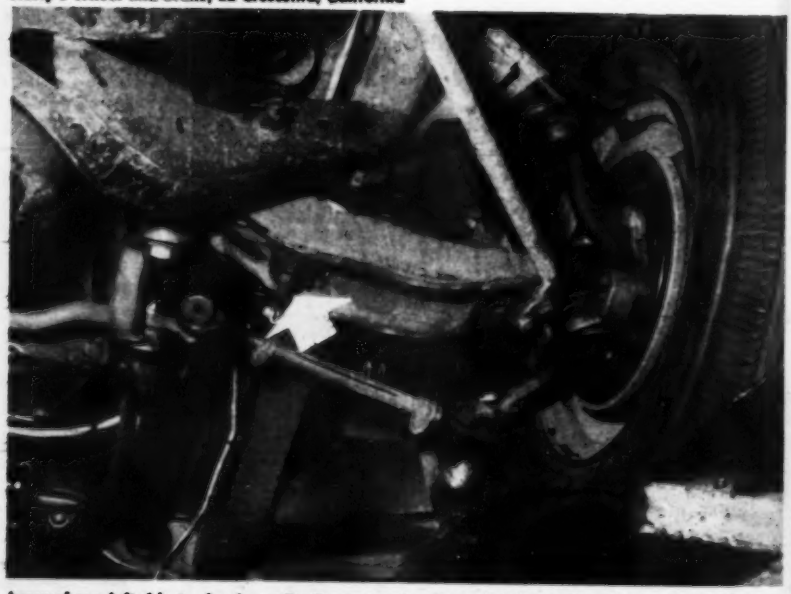


GETTING THE DROP ON THE VALIANT

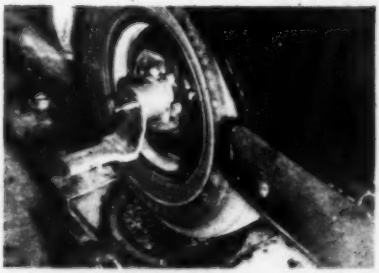
By Harry Chamberlain
Harry's Wheel and Brake, La Crescenta, California



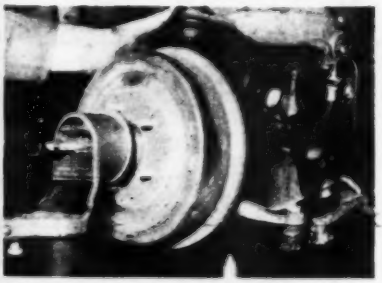
Arrow shows left-side torsion bar adjusting nut as found on all T-bar equipped Chrysler Corporation cars from '57 up. Looking at this angle, counter-clockwise turn lowers cars, clockwise raises it. Nut is self-locking type, will hold wherever you set it. Extreme care must be taken that sufficient threads still hold after adjustment. No trouble will be encountered if lowering is kept within reason.

Long handled ratchet (½" drive) is used for job as self-locking nut offers approximately 30-40 ft. lbs. resistance to turn. Take few turns on each side in sequence to keep check on level desired. Popularity of compact Valiant among rodders has led to fast development of rodding, customizing techniques. Naturally, lowering was among first. Blocks are available for rear.

Measure from frame to rack is constantly made. Rack is near necessity because free floating action of turn plates the front wheels rest on offer little restraint as car drops in lowering.

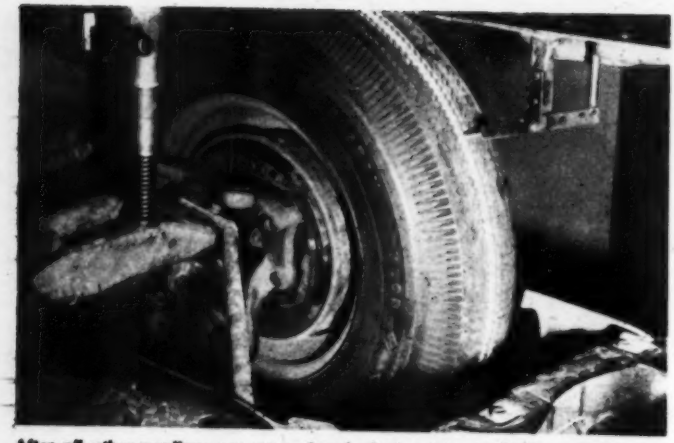


Bounce several times to assure complete settling. Check wheel alignment. Valiant requires special adapter for this gauge which takes reading from machined surface of the hub.



Making note of adjustments needed, wheel is removed for easy access after dropping. Replace gauge on hub for relative reading now and again with wheel replaced and car at rest.

Ample adjustment remains after dropping. Camber and caster are set by turning cams on upper control arm inner pivot pins (two on each side). Lock nut is at upper left.



After all other readings are set and rechecked, set toe-in. Raise one wheel at a time, rubbing chalk on single rib of tire. Scribe hair line on chalk mark by rotating tire against point of scribe for accurate mark. Line should be near tire center.

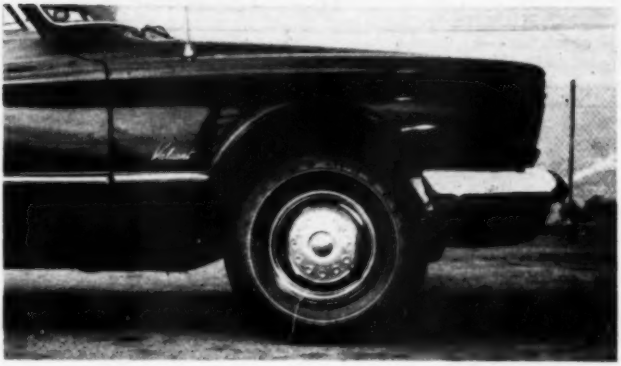
Using hair line as positive reference, toe-in gauge gives reading relative to both wheels, adjusted on tie rods. Keep steering centered.

Although no signs of trouble have been found, check for load change to make sure. Trouble would result in tire wear as the car bounced.

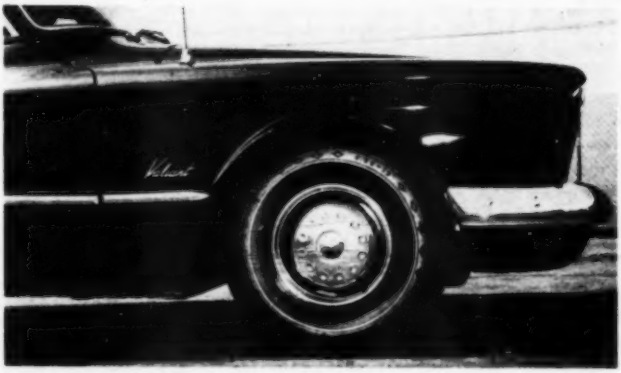
GETTING THE DROP ON THE VALIANT

continued

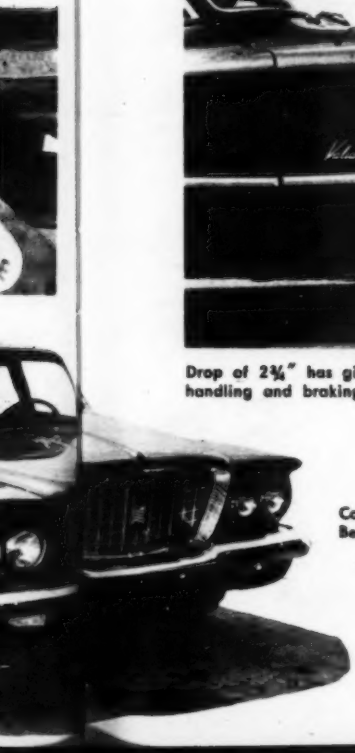
BEFORE AND AFTER



Here's what you get away from — jacked-up appearance and too much space over the wheels which hurt the basic design lines of the clean little wagon.



Drop of 2¾" has given better appearance and visibility, sport car feel in handling and braking. We like it — and other new Valiant owners do too.



Comparison with photo on preceding spread shows the change. Best of all, Valiant had everything to do it with, nothing to buy.

TIRED OF MISSING TROPHIES?

Join the Winners Circle with GO-POWER!

New **SUPERSTUFFERS** for MC-5 and MC-10 fit without filing or grinding. Our MC-10 at left fills twice the volume of stock McCulloch cover in center. MC-5 Superstuffer at right fills three times the stock volume, makes the MC-5 really sing! Specify model, as superstuffers are not interchangeable. $4.95, plus 50¢ postage.

New **HOW TO HOP-UP YOUR WEST BEND** speed book. Covers all models. NOT mimeographed junk, but real dyno-proved data written by serious engineers. Satisfaction guaranteed. $2.00 postpaid.

New **HOW TO BUILD YOUR OWN DYNAMOMETER** for super tuning kart engines. Water-type power-absorption unit now available. Complete info, drawings, photos, prices, $1.00 postpaid.

ADAPTER MANIFOLDS

Take a full second (guaranteed) off your lap times with GO-POWER adapter manifolds which adapt the 1.36 square inch HOMELITE reed assembly to your CLINTON, WEST BEND, or POWER PRODUCTS to add up to 15% additional H.P.

West Bend 750, 510, 580, 645, and 700 adapter manifolds with cast-on superstuffers are $6.95 each plus $3.25 for Homelite Reed, plus 50¢ postage. Specify model. Also available without stuffer for $4.95 plus 50¢ postage.

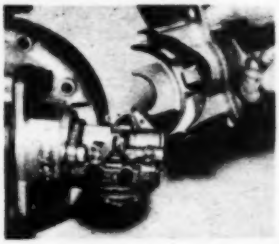
Clinton A-400, A-490, 577, D-60, E-60, and E-65 adapter manifolds with cast-on superstuffer are $6.95 each plus $3.25 for Homelite Reed, plus 50¢ postage. If you use float-type carb with A-400 or A-490, add $1.00 for angle carb adapter (shown in photo).

Power Products H-47, AH-47, H-51, AH-51 adapter manifolds are $3.95 each plus $3.25 for Homelite Reed, plus 50¢ postage.

Power Products AH-81 and AH-82 adapter manifolds are $5.95 each plus $3.25 for Homelite Reed, plus 50¢ postage.

NEW Power Products AH-58 adapter manifold. Raises H.P. from 5.5 to 6.3 at 6,000 RPM without other changes! Manifold is $3.95, Homelite Reed $3.25, postage 50¢.

Buy Go-Power from your kart parts dealer. If he doesn't have these products, send us his name and address and your own in a stamped, self-addressed envelope. We'll send your copy of our FREE technical brochure with dynamometer test data.



GO POWER • MAIN P. O. BOX 613 R-9 • PALO ALTO, CALIF.

CUSTOM BUILD with Continental ACCESSORIES

Frame, welded, aligned, racing red	$49.95
Front wheel assemblies with slicks, each	10.95
Rear wheel assemblies with slicks, each	10.95
Chain, per foot,	1.55
Wheel Sprocket, 60-tooth	5.95
Engine Sprocket, 12-tooth	2.95
2½ HP PP engine	47.50

(Other PP engine prices available on request.)

now, more than ever

AMERICA'S GREATEST CART BUY!

Here it is . . . the famous Continental cart, complete and ready to go! Rugged jig-welded, factory-aligned frame in racing red, complete with engine, racing slicks and competition steering wheel . . . and only $149.95. Ideal for the competition-minded buyer who wants the utmost in performance and handling! Order yours today!

RC-9

Send me complete CONTINENTAL Cart or components listed:

QTY. ITEM DESCRIPTION PRICE EA. TOTAL

NAME

ADDRESS

CITY ZONE STATE

Enclosed is full amt. by check ☐ M.O. ☐
or enclose 1/3 down, balance C.O.D.
(Washington Residents add 4% State Sales Tax)
Enclosed is 15¢ for descriptive Continental Folder ☐

NEW AND TERRIFIC! CONTINENTAL

CART $149.95 F.o.b. Seattle

READY TO ROLL!

Complete with 2½ HP Power Products engine, 4 racing slicks, competition steering wheel.

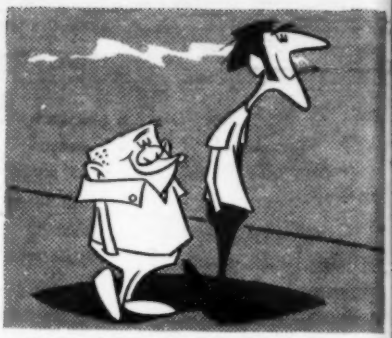
(Upholstery & PP AH-81 engine shown, optional.)

CALIFORNIA EQUIPMENT COMPANY
104 West 36th St., Seattle 7, Washington

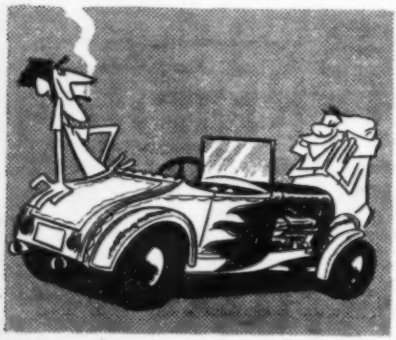
THE DAY THE MILL STOOD STILL

CARTOONS: WILLIE ITO
STORY: CARL KOHLER

ADAPTED ESPECIALLY FOR THIS MAGAZINE FROM AN OLD PISMO BEACH FOLK SONG.

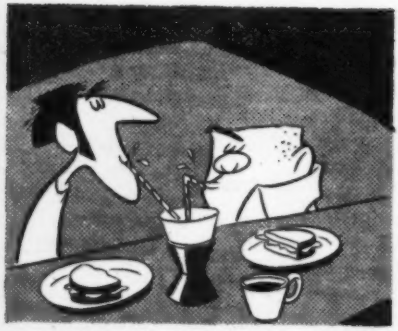


LIKE THERE WERE THESE TWO STUDS -- BIG BUDDY AND LIL' BUDDY.



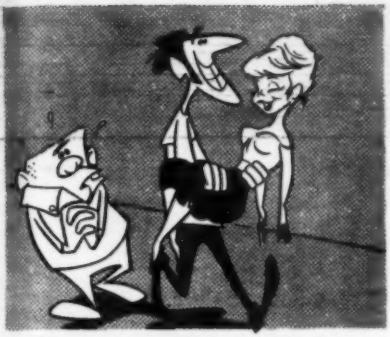
THEY SHARED THE SAME WILD IRON.

THEY SHARED THE SAME COZY-TYPE PAD.



THEY SHARED THE SAME SCOFF. WITH THEM, LIFE WAS EVEN-STEVENSVILLE.

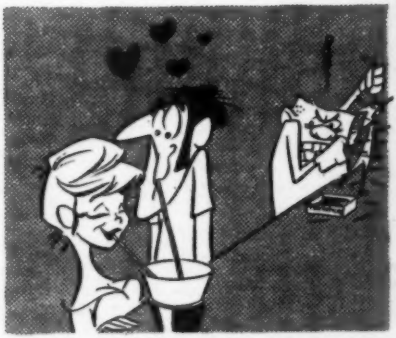
ONE DAY, MISS ADVENTURE DAINTILY PUT HER STRIDERS PAST THEIR PAD.



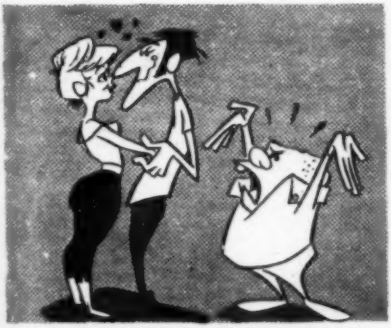
INSTANTLY, THEY EXTENDED A HEARTY INVITATION TO THIS LIVING DOLL...

... TO ADMIRE THEIR COZY-TYPE PAD...

...TO THRILL AT THE SIGHT OF THEIR WILD, WELL-KEPT IRON...



...AND TO SHARE THE SCOFFSVILLE BIT WITH THEM LIKE A BUDDY-BUDDY.

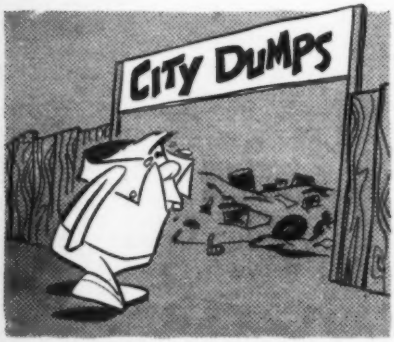


"LIKE CALL A HALT," CRIED LIL' BUDDY. "THREE IS A CROWD-TYPE GROUP!"

"YOU'RE RIGHT!" AGREED BIG BUDDY. "CONSIDER YOURSELF...

...AS BOUGHT-OUT-- CAR, PAD AND THIS PART OF THE COUNTER!"

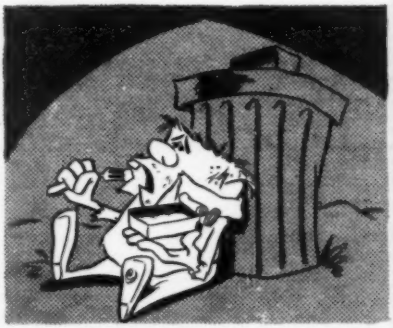
"BOUGHT-OUT?" MURMURED LIL' BUDDY. "WITH MY OWN BREAD YET?"



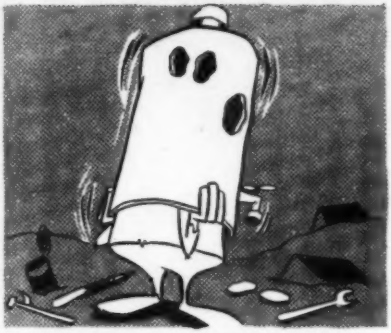
THE CRUELTY AND INJUSTICE OF IT ALL BROUGHT HIM DOWN -- CLEAR DOWN TO THE DUMPS.

CAR-LESS, PAD-LESS AND COUNTER-LESS, HE WENT NATIVE IN THE DUMPS.

HE BUILT HIMSELF A PAD FROM SEVERAL ABANDONED JUKE-BOXES...

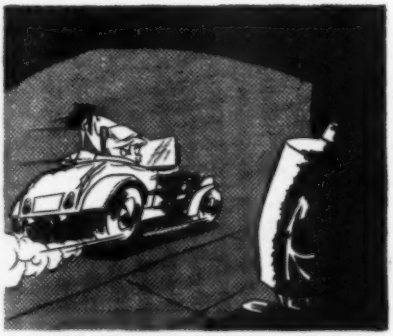


...AND BARELY SUBSISTED UPON A DIET OF DISCARDED C-RATIONS.



OCCASIONALLY, HE DONNED A CAREFUL DISGUISE AND CREPT FORTH INTO THE WORLD...

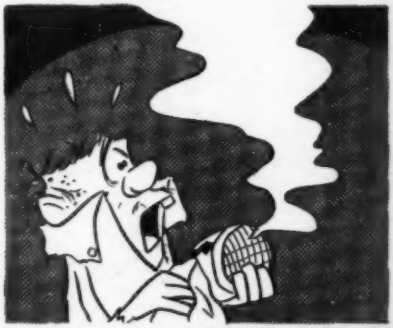
...WHERE HE WATCHED HIS CRUMMY-TYPE CHUM AND THE PITILESS MISS ADVENTURE..



...LIVING IT UP AND ENJOYING HIS 50% OF THE BETTER THINGS (WHEELS) OF LIFE.

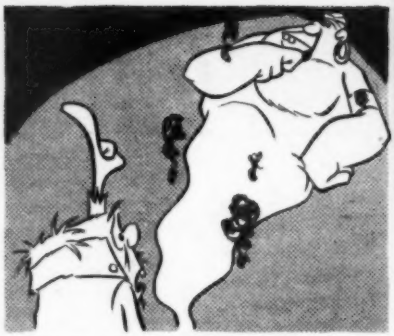
THEN, HE WOULD RETURN -- DISMAYED AND UNHAPPY -- TO HIS EXILE AGAIN.

THEN, ONE MORNING, AS HE WAS QUIETLY KILLING TIME -- POLISHING A RUSTY OLD...

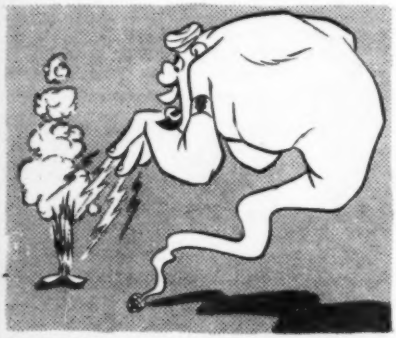


...HEADLIGHT -- IT HAPPENED!

"LIKE I'M WITH YOU, MAN!" SAID THE CAT IN THE TOWEL-CAP. "FOR THREE WISHES' WORTH, ANYWAY."



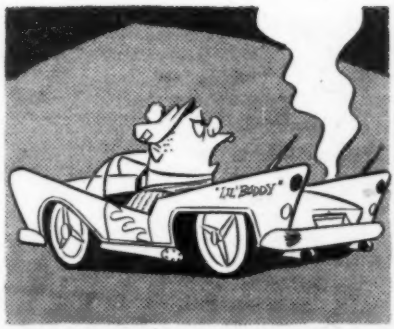
"I WANT SOME NEW THREADS!" CRIED LIL' BUDDY, GETTING THE BIT.



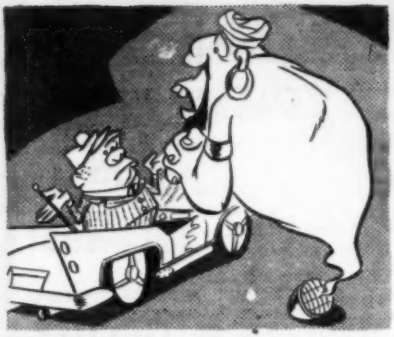
"CRAZY!" SAID THE CAT IN THE FLAME FLANNEL SUIT.

"I WANT A REAL COOL IRON!" CRIED LIL' BUDDY, GOING WHOLE-HOG.

"LIKE WOW!" SAID THE SMOKEY STUD, INSTANTLY PRODUCING A GEM.



"HEY, I WANT MY WISH BACK--THIS CLUNK WON'T START," SAID LIL' BUDDY.



"NATURALLY IT WON'T," ADMITTED THE CLOUDY CAT. "NO MULL. I AIN'T LIKE MECHANICALLY INCLINED, DIG?"

WHILE THE JAZZY IRON STOOD STILL, LIL' BUDDY PONDERED HIS THIRD AND VERY LAST WISH.

"SEND BIG BUDDY TO LIMBOSVILLE -- AND SEND ME BACK WHERE I BELONG!"

"LIKE EVERYBODY'S REAL BONE ALREADY!" YELLED THE UNLIKELY STUD.

AND THE MORAL OF THIS ALLEGED STORY IS: THE NEXT TIME SOME RAUNCHY BUDDY PUTS YOU DOWN IN THE DUMPS, DON'T JUST SIT THERE--LOOK AROUND FOR THAT OLD, RUSTY HEADLIGHT, MAN!

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Maximum Strength Per Lb. Of Wheel

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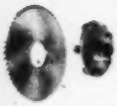

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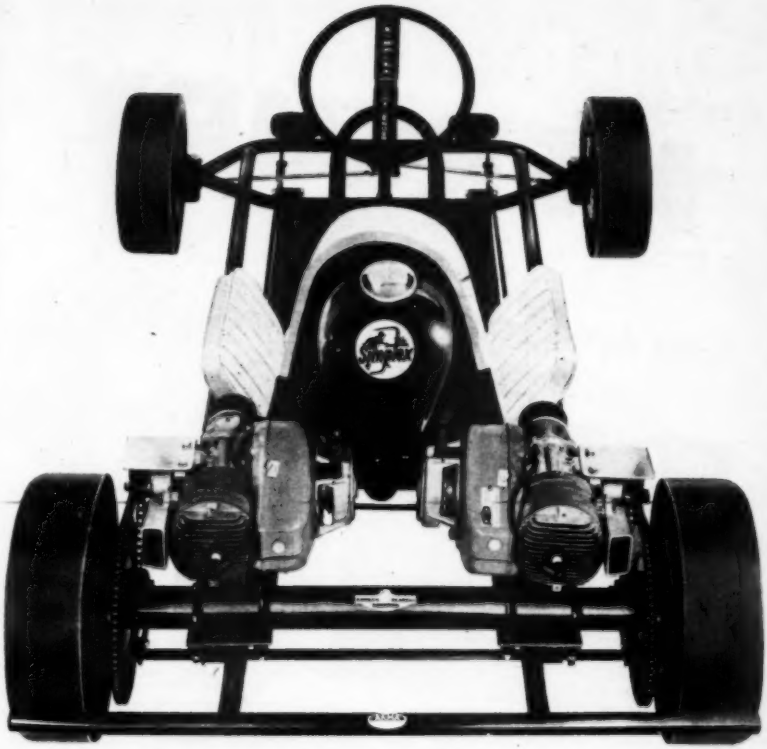

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offers 125 new features the combination of which is not found on any other Kart in the world.

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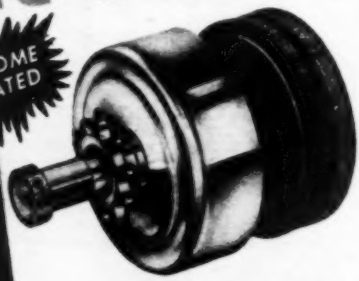

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- designed for high RPM operation
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- Chain guard.
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- Painted your choice of three colors: Jet Black, Phantom Blue or Fire Engine Red.
- **These power plants also available: West Bend 500 or 700, McCulloch MC-5 or MC-10.**

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MOST HELPFUL KARTING CATALOG YET ... GET YOUR COPY NOW!

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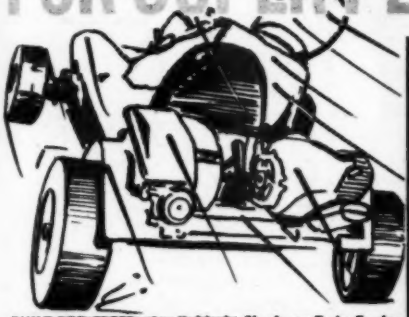

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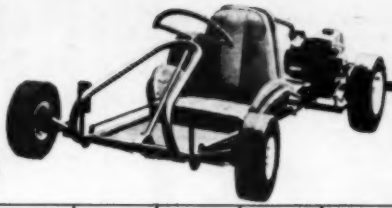

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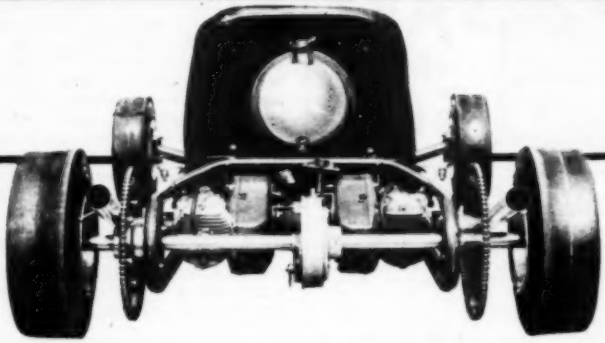

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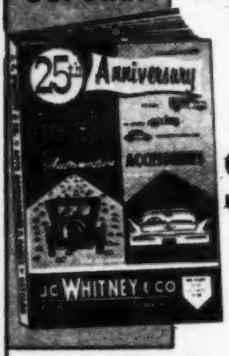

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Dear Les:

What trouble would I run into putting a '58 T-Bird engine in my '56 Ford Victoria hardtop?

Don Bayce — El Paso, Texas

Don, this would be one of the easiest engine swaps available to you, although you haven't stated which trans. your car has. In case your car has the standard trans. with or without the O.D. it's just a matter of bolting it to the 352 cubic inch T-Bird engine bell housing. When you purchase the '58 T-Bird engine be sure and buy the complete set-up; bell housing, clutch, flywheel, etc. The motor mount position is a little rough, but plates can be made to bolt on or weld to the top of the existing cross member places, then drill to take the '58 motor mounts. Your radiator will be okay. These are about the only drawbacks and they are very minor compared to some engine swaps. The same condition exists if it's a Fordomatic. You'll have to have a bell housing and torque converter flywheel from the '58 T-Bird engine. The transmission holes are the same. This should make a fine performer out of your '56 Vic.

Dear Les:

I am considering on putting a 1957 Corvette engine into a 1954 Chevy Bel Air convertible. Could you tell me what main problems would arise in this type of swap and if it would be expensive?

B. Howell — Dallas, Texas

The problems that arise depend on your ultimate use of the car. If it is to be a good

continued on p. 88

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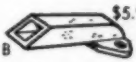

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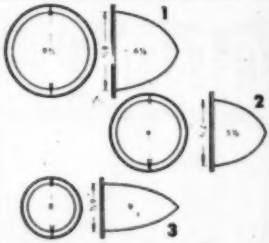

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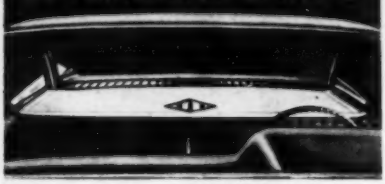

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250 N. 12th Street Milwaukee 3, Wisconsin

TECH SPECS

continued from p. 86

street machine with a minimum of abuse expected, then the problems are very small. If it's to be a car you drag and stand on all the time, you'll have many! The '54 Chevy trans. and rear end will be o.k. for normal street driving, but will not give good service if it's to be used for racing.

The only big problem you have in installation is the motor mounts, but these can be purchased at any one of our advertisers, such as C&T Automotive, ready for installation and adjustable. The other problems are hooking up exhaust pipes, water, and clutch linkage. This complete engine will bolt to your existing transmission using a special bell housing manufactured or sold by our advertisers. I imagine Honest Charlie would be closest to you. Part No. H.A. 101 costs $29.95. The special motor mounts average $16.50 a set and if you already have the Corvette engine I would estimate another $100.00 should put it in your '54.

Dear Les:

I have a '54 Ford OHV-8 which I bought some time ago. I am planning a cam and triple pots for her.

Could I put different heads on her to boost her vim and vigor? Also, how much work is involved dropping it into my '52 Ford?

Pete Kimple — Ithaca, New York

Dear Pete:

The '54 OHV Ford engine had no other head option available to increase the compression ratio so you're out of luck in that department. The only thing you can do is to have .045" milled off the head. This will add approximately one number to the ratio and will help the torque.

continued on p. 91

"LOOK GLENN, THIS ONE HAS A OFFICE DEPT!"

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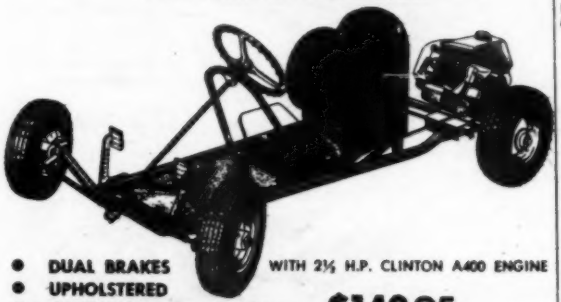

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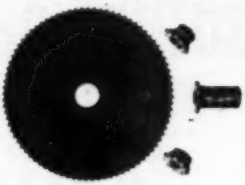

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To Figure Ratio: Divide Number of Teeth on Small (Drive) Sprocket into the Number of Teeth on Large (Driven) Sprocket

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35B11F 11 Tooth	Ea.	2.95	2.45	2.25
35B12F 12 Tooth	Ea.	3.00	2.50	2.30
35B13F 13 Tooth	Ea.	3.10	2.60	2.40
35B14F 14 Tooth	Ea.	3.15	2.65	2.45
35B15F 15 Tooth	Ea.	3.20	2.70	2.50
WEST BEND (Long Hub)				
35B 9WB 9 Tooth	Ea.	4.40	3.60	3.35
35B10WB 10 Tooth	Ea.	4.40	3.60	3.35
35B11WB 11 Tooth	Ea.	4.40	3.60	3.35
35B12WB 12 Tooth	Ea.	4.40	3.60	3.35
35B13WB 13 Tooth	Ea.	4.60	3.80	3.50
McCULLOCH (Taper Bore)				
35B 9Mc 9 Tooth	Ea.	4.40	3.60	3.35
35B10Mc 10 Tooth	Ea.	4.40	3.60	3.35
35B11Mc 11 Tooth	Ea.	4.40	3.60	3.35
35B12Mc 12 Tooth	Ea.	4.40	3.60	3.35
35B13Mc 13 Tooth	Ea.	4.60	3.80	3.50
PLATE TYPE WHEEL SPROCKETS				
35A60 60 Tooth	Ea.	6.20	5.35	4.85
35A70 70 Tooth	Ea.	6.95	5.75	5.30
35A72 72 Tooth	Ea.	7.10	5.85	5.40
35A80 80 Tooth	Ea.	8.00	6.60	6.05
35A84 84 Tooth	Ea.	8.50	6.80	6.30
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No. 35 Roller Chain	Foot	1.55	1.40	1.30
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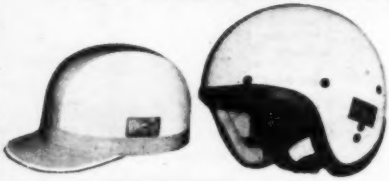

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TECH SPECS

continued from p. 88

There isn't much of a problem in installing the engine in your '52 Ford providing you have the complete assembly, bell housing, clutch and flywheel. Adjustable motor mounts can be purchased from C&T Automotive who advertise in this magazine. With a minimum of welding and access to a good muffler shop you can be ready to roll.

Dear Les:

I have a new 348 c.i., 280 hp Chevy engine which has a compression ratio of 9.5:1, tricarbs and juice lifters.

I would like to know if cam and lifters from the 335 hp Chevy engine, Part #3755946 will fit, and if so what modifications will I have to make?

Ed Czapla Windsor, Ontario, Canada

Yes, Ed, the 335 cam and lifters will fit, but this will only start your problems, because the 280 hp pistons are not notched and the valves will hit, so this is not the way to go!

There are actually two approaches, the first being the costliest. You can install the 335 cam and lifters if you also install the 335 or 315 pistons. They are notched for the high lift cam. This will also give you an increase in compression ratio which you need with the high lift, long duration, factory cam. The 335 is 11¼ to one and the 315 is 11.0 to one. In effect you would then have a 335 hp Chevy.

The other solution is to consult any one of the cam grinders who advertise in this magazine for a cam and kit ground for the 280 hp Chevies. Don't overlook some of the hydraulic grinds. There are some real good ones that will rev upwards of 5500 rpm.

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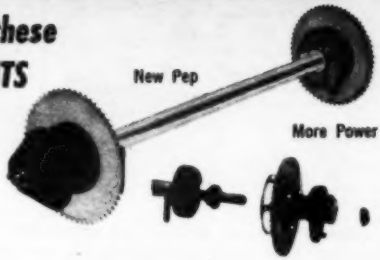

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The COMET Live Axle is precision-built to transmit the **full capacity load** of the engine to **both** rear wheels. Its Timken Tapered Roller Bearings are fitted with Duo-Face seals. Axle nuts are flex-loc aircraft type. The axle itself is equipped with dual COMET 4"-diameter internal brakes — fitted with extra-heavy automotive-type linings. Brake engagement is 100% — utilizing every square inch of the linings—to assure fast, smooth, even braking. Give your kart new life—bring it up to 1960 standards with a COMET Live Axle.

As Shown

with 60 T—#35 Chain Sprocket $64.50
with 72 T—#35 Chain Sprocket $65.95
with 84 T—#35 Chain Sprocket $67.95

Also Available: ½P #40-#41 Chain Sprockets. Dual Cross-Over Torsion Brake Rod Assembly. Prices on request.

EXTRA SPROCKETS

60 T — #35 $6.00
72 T — #35 $7.00
84 T — #35 $8.00

Prices F.O.B. factory. If your local Comet dealer can't supply you we can ship you direct. Terms 25% with order: balance C.O.D.

COMET Automatic Centrifugal CLUTCHES

$12.50 POST PAID

"Hi-Nickle Chrome" Finish $1.50 extra

"Loc-in" 50c extra

COMET Clutches are designed for quick acceleration and instant response on the straightaways . . . with no bogging down on turns. They're built for ruggedness, dependability and long life. All moving parts are heat-treated. The friction material is bonded to the sintered iron shoes in an oven bond—the same identical process that the auto industry has proven to be the only positive method. Get your COMET Clutch NOW and see the difference in kart performance.

SPROCKETS AVAILABLE			
⅜ Pitch Sprocket—#35 Chain			
11 Tooth	12 Tooth	13 Tooth	
½ Pitch Sprocket—#40 or #41 Chain			
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V-BELT DRIVES also available			

Manufacturers, distributors, dealers—write for prices and engineering data.

COMET INDUSTRIES
867 Elm Place, RICHMOND, INDIANA

NEW! COMET DRUM BRAKE

Four-inch automotive-type internal expanding brakes designed especially for karts. Camming action eliminates brake grab. Various sizes of axle bores available. $12.50 without axle bearing; $17.50 with axle bearing.

NOTICE! WATCH OUT FOR THE SIDEWINDER

Close to the track for winning speed featuring the all new contour seat. Semi-spaced frame (aircraft construction), chrome moly heavy wall tubing. Protective front and rear bumpers. Live Axle. Hydraulic spot brake.

CUSTOM ACCESSORIES *Brakes—live rear axles—sprockets—clutches—Full circular steering wheels—kart wheels—slicks—rod ends and tie rods—kart frames—etc.*

10 & 12 inch wheels ("Fronts" precision ballbearing)

PRICES START AT $199.50
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With Clinton A 490 2½ horsepower engine. Slightly higher with West Bends and other popular engines. Send 25¢ for circular.

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Write for complete, new specifications, there is no obligation!

GOPHER KARTS ARE SOLD COAST TO COAST. DEALER INQUIRIES INVITED.

GUTKNECHT ENTERPRISES, RC-9, NEVADA IOWA

back pressure

by Roger Huntington, ASAE

With the 1960 kart season well under way all over the country I'm surprised to find a lot of the fellows apparently no sharper on general chassis problems than they were last season. They're learning to drive like demons, tune engines to a whisker – but development of the science of chassis "tuning" comes slow. In fact, not all the kart manufacturers are progressing the way they should. A few designs are outstanding; but most commercial kart designs are no better handling-wise than a year ago.

Visit a kart track and watch carefully the cornering of the individual designs, especially on real tight turns. Some will tend to understeer – or plough in the front – while others will oversteer, so the rear end swings wide. A few have what appears to be virtually neutral steer, with side loads shared equally by front and rear wheels. Some understeer so badly they'll plough right off the track at speeds other cars can take easily. (Excessive oversteer is more rare.) But what really shakes you is that identical kart models, with similar tires and pressures, engines, driver weight, etc., will often handle entirely different. It's not the driver either; put the same driver on the two karts and he'll *tell* you they handle differently.

It has been my observation that one important contributing factor here is *frame misalignment* due to manufacturing inaccuracies. Think about it a second. When you don't have suspension springs on a car you can see that you must have very accurate alignment of the frame to get equal loads on the wheels on each *side* of the car. And this equal loading is vital for optimum handling. I saw one case where the frame was so misaligned that the left front wheel was almost ⅛" off the pavement on a level surface. This overloaded the right front

continued on p. 97

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- WARNS PEDESTRIANS WHEN YOU BACK UP
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Send FREE literature and specifications today.
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back pressure

continued from p. 95

in left-hand turns so badly that the car would just plough off the track, even at low speeds. This is an unusual example, to be sure; but you get the idea. Furthermore since most karts have more than 50% of their loaded weight on the rear wheels, this frame misalignment will tend to show up more in understeer than oversteer (theoretically it should understeer a lot in one direction and oversteer slightly in the other). Why don't you check this out on your kart by rigging up four sets of bathroom scales, leveling all four of them carefully with a carpenter's level, and weigh the four wheel loads with you on it. Also check alignment of the front and rear axles and wheel tread alignment. It's not hard to straighten a kart frame—especially if it can help win races. Incidentally, if your kart still understeers or oversteers appreciably after doing everything to cure it (alignment, slick tires on wide rims with optimum inflation, etc.) don't forget that changes in front wheel *caster angle* can have a big effect here. More caster promotes oversteer; less caster promotes understeer.

So let's get out the tape measure and *go!*

BRAKES FOR YOUR KART

New all aluminum race tested brake, manufactured by Cahost. Features heat treated finned drum for cooling and a minimum of fade.

We have approved aluminum chain guards for MC-10 engines.

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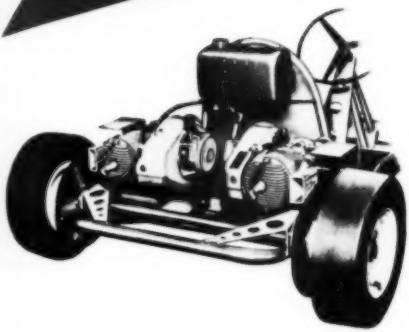

LIVE AXLE

By Frank Kurtis, the HELLCAT-WILDCAT now turn full power through each wheel with this new axle. Any kart engine or engines can be readily mounted on this live axle.

CONTINUOUS ONE-PIECE FRAME

The HELLCAT-WILDCAT have a new continuous one-piece steel frame, reinforced with special stress plates, to withstand the tremendous stresses of racing engines and toughest conditions of competition.

DEMOUNTABLE WHEELS

Here are wheels that can be changed with "pit stop" speed—simply by removing three wheel studs.

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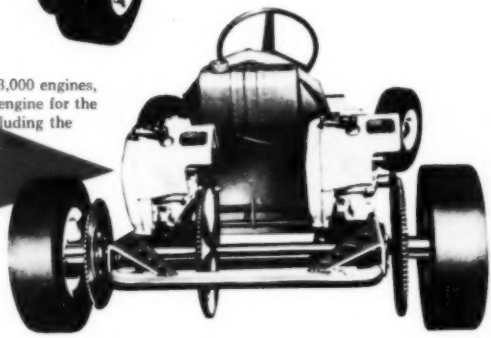
Self aligning, heavy duty axle bearings are securely mounted for dependable performance and long life.

From our large stock of over 3,000 engines, we can ship *immediately* any engine for the WILDCAT or HELLCAT including the McCULLOCH Hot MC-[illegible] sensational New MC-5.



(mounted either single or in twins)

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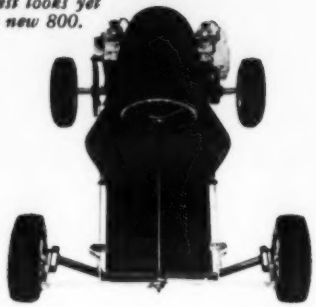
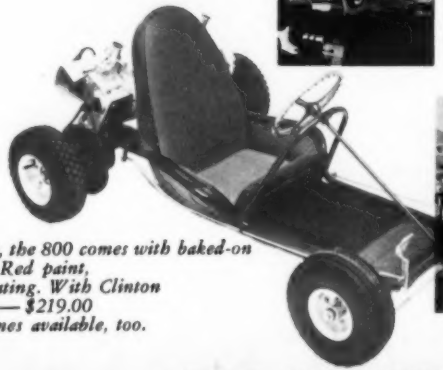
Most comfortable and best looks yet in the new 800.



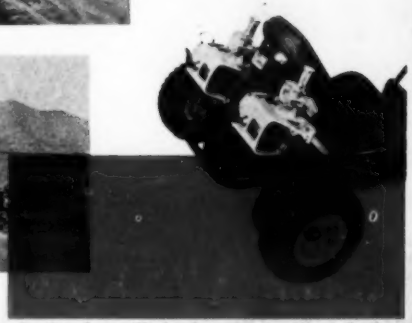
Handling qualities of the 800 are based on years of experience dating to the very origin of karting.

Lightweight 800 frame is rugged. Built to take it — in competition or for years of family pleasure. No guesswork — comes readybuilt.

All new portfolio, at left, contains the karting story, tips for fun, catalog and brochure. Send $1. Refundable on first order for parts or karts.



Ready to Ride, the 800 comes with baked-on Racing Team Red paint, upholstery, plating. With Clinton A-400 engine — $219.00 Optional engines available, too.



Dual-Power live axle, Comfortsville bucket seat, Posi-Stop brake are standard 800 features. All models except Clintons have spun alloy, seat back fuel tank.

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